

THE

DRIP LINE

VOL. IX

NO. 1

JAN 1987

HAPPY
NEW
YEAR!

A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA



OFFICERS

E. L. "Ben" Benzel, President	598-6886
Sidney Jones, Vice President	685-9204
Tomasina Harlow, Secretary	633-0619
John Koll, Treasurer	593-1928
Art Lugue, Member at Large	634-6434
Ray Schick, Member at Large	392-8224
Walter Hundertmark, O.C. I. Rep.	632-2865
Jim and Lillian Block, Drip-Line	392-8213
Ed and Dorothy Malew, Drip-Line	598-2897
Jim Wood, Membership	591-2407

All correspondence to the Club, and/or its officers should be mailed to P.L. 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.

BEN'S BREEZE

Greetings for a Happy 1987. We had a great gathering at our Christmas meeting. The food was great, socializing was super and the gifts were pleasing to all. We thank the Shucks very, very much for opening their house to us. Twenty plus of our membership had a nice time.

A short business meeting was held to elect new officers for 1987. You will see them listed elsewhere. Congrats to the newly elected and to those who are doing it again---a big thanks ! ! To Dick Shuck, my able Vice in 1986 thanks again. And to Evelyn Halverson, the secretary for many years, who is taking a little vacation--you have supported your Club to the utmost !! Your PPCC loves you, and knowing you, you will be back ! ! As members, remember PPCC is your Club. Work with your officials, support them, and all will be great. Lets us know what you would like ! !

MINUTES OF THE MEETING

The December 7, 1986, meeting of the Pikes Peak Corvair Club was called to order by President Ben Benzel at 3:53 p.m., following the Christmas party.

Ben thanked the Shucks for hosting the Christmas party

There were 19 members and 1 guest present.

Old Business

Jim Wood gave the report of the Nominating Committee:

President	Ben Benzel
Vice President	SIDNEY JONES
Secretary	Tommy Harlow
Treasurer	John Koll
Board Member	Art Luque
OCC Representative	Walt Hundertmark

Jim said the Committee had been unable to find anyone to run for the position of Vice President. After discussion of the matter, Sid Jones volunteered to run for Vice President.

New Business

Ben said Christmas Unlimited was sponsoring a car show Saturday, December 20, at Mall of the Bluffs. He asked for volunteers to show their Corvairs. Jim Wood, Dick Shuck and Walt Hundertmark said they would show their cars.

Ben said the January meeting would be held January 25 with a brunch at the NCO Academy. Meet at the Academy at 10:15 a.m.

Walt reported on the OCC meeting. He said the proposed name change for the OCC had been voted down. The club will continue to be known as the Old Car Council.

There being no further business, the meeting adjourned at 4:17 p.m.

Respectfully submitted,

Evelyn Halverson, Secretary

JANUARY MEETING

NOTE NOTE:

To kick off 1987 our gathering will be a Sunday Brunch on January 25th at the NCO Club at USAF Academy. Show time at the Club is 10:15 A.M. SHARP. Please don't be late.

Price, which included gratuity is Adults-\$6.45 Children - 6-11 \$4.00. Children 5 and under \$1.25.

Please call Ben at 598-6886 or Sid Jones 685-9204 prior to January 22, 1987. We will need your reservations.

Car Show on 20 December 1986 for Christmas Unlimited was a great success according to Van Club folks who sponsored the event. We thank them !! A great big pat on the back to Dick Shuck for showing his 64 Spyder and Walt Hundertmark for showing his Rampside. A job well done !

FOR SALE

1963 Corvair, Monza, 4 door sedan. Rebuilt Automatic Transmission. New Rear Wheel bearings, Garage kept. Excellent condition. \$1800.00 Can be seen at 4818 Hackamore Dr. Telephone: 593 1087 George Hartt

63 Corvair, Monza, 2 door, can be seen at 1935 Wynkoop Drive Telephone 596 9202 Come see, lets talk.

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November 21, 1986

TO: ALL CORSA CHAPTERS

Enclosed is ad copy for inclusion in your next Newsletter.
Please advise us of cost or bill us. Thank you.

Also, we are offering the CORSA CHAPTERS a one-time deal on
VITON O RINGS.

PRICE IS \$5. per set (Minimum Quantity - 20 sets)
UPS Shipping included !

So get you Club members together at your next meeting and put
an order together, or, have the Club purchase the sets and resell
them as a fund-raiser.

Sincerely,

Bill Cotrofels

BILL COTROFELD AUTOMOTIVE, Inc.
PO Box 235
E. Arlington, VT. 05252

ps

We are up-dating our mailing list for our new catalog which
will be printed this winter. If you have a copy of your
membership list that you could send us, we will make sure
all of your members are included in our mailings.

BC

P.S. This will be discussed at the meeting.

A BIG THANK YOU
to our advertisers who have supported the Club
Through the year.

HAPPY BIRTHDAY !

January 2	Lillian Block
10	John Doswell
11	Tom Rathbone

Be careful about calling yourself an Expert.
An "ex" is a has-been and "spurt" if a drip under
pressure.

Sunshine Magazine

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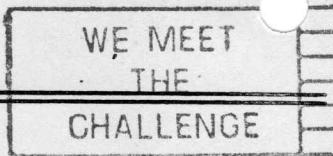
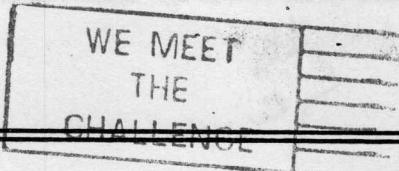
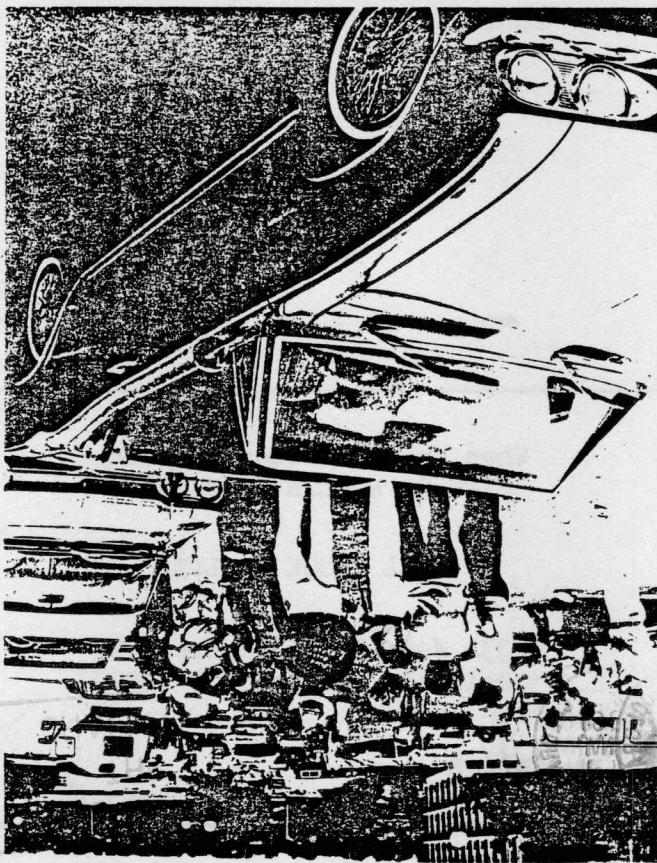
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Specializing in Corvairs
Parts and Service

Arthur Luque
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Colorado Springs, Colorado 80907



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



May - 29-31

Uray - Colo. Mini Convention

SEND TO:

Mr. Walter Hundertmark
2322-1/2 North Cooper
Colorado Springs, CO 80907

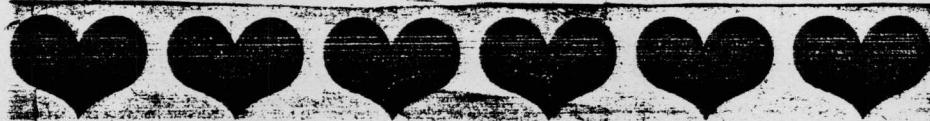
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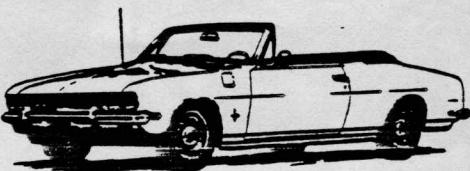


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*** BEN'S BREEZE ***

Thanks to all who attended the brunch. We had 36 fine folks for Superbowl Sunday. Don't forget to pass your name(s) to Walt Hundertmark as we need those 10 volunteers to help out at the swap meet on June 6th & 7th at the Adams County Fairground. It's fun and not hard work. Volunteers are requested by Mar. 1st, 1987

It was great that Steve and Ruth Goodman joined our club.
Thanks//

The C.C.C. Car Show will be held again this year at the Merchandise Mart, October 15 - 18. Put this on your calendar.

Are your dues current? If not please see John Koll, our treasurer.

The January Pikes Peak Corvair Club meeting was called to order by President, Ben Benzel. He announced the election in December was invalid because his dues had not been paid.

He was quickly re-elected.

Ruth and Steve Goodman were introduced as new members.

Guests were Phil and Alice Huey; Marlene, Jennifer, and Crystal King; and Tom Rathbone.

John Koll, treasurer, said the club was solvent.

Ben then introduced past and present officers.

New Business:

O.C.C. will need ten volunteers from each member club to help in the swap meet to be held at the Adams County Fairgrounds June 6-7. If you can help, please give Walt your name, address, and phone number.

On March 1, there will be a swap meet at Phil Long's Ford. There will be a flea market for the ladies.

Twenty sets of O rings were ordered. They will be resold to members at a cost of five dollars a set.

Bobbi Koll brought flowers in the Bronco colors for the group.

There will be a mini-conference in San Jose, Ca. Please see the Drip Line for details.

Steve Goodman announced another three state run to be held May 29, 30, 31, in Ouray. This will be similar to the one held last year with games, a car show, and a buffet. Rooms will be reserved at the Matterhorn Motel at a cost of thirty-eight dollars for two per night.

Tom Rathbone announced that Collectible Automobiles for February has twenty picture pages of Corvairs. The Cost is four dollars and ninety-five cents.

We were adjourned to enjoy the brunch.

Respectfully submitted,

Tomasina Harlow
Tomasina Harlow



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The February Meeting will be February 25, starting at 7:00 P.M. at the Club House.



Remember —
at 7:00



Corvair Society of America

Formed in 1969 by and for those who still appreciate the Corvair Automobile

MINI- CONVENTION

WESTERN DIVISION AUGUST 21,22,23 1987

The San Francisco Bay Area Chapter and the Valley Corsa Chapter in Coalition are hosting a Mini-Convention in San Jose, California in the summer of 1987. San Jose is approximately 45 miles south of San Francisco.

"Drive your Chevrolet (Corvair, that is) to San Jose" next summer, and we promise you a time to remember.

- The Host Hotel is the fabulous LeBaron Hotel in San Jose
- Beautiful weather, California at its best
- Concours inside in the Grand Ballroom
- A Super Hospitality Room
- Dancing to our own band for the Friday night "get-together".

These are only the highlights. Plan your vacation early so you can visit all the sights of San Jose, Monterey, and of course San Francisco. Santa Cruz Beach Boardwalk and the Carmel 17-mile-drive are only a short drive. This is kids time and their vacation, too, so make it a "double goodie".

We are sure your chapter members will want to attend this Mini-convention. As you may know, the San Francisco Chapter hosted the first CORSA Mini-Convention back in 1974.

Your Chapter could help the organizing committee greatly, by taking a poll of your members during the next few weeks (at your next meeting?) to determine how many are likely to attend. This would help to stabilize the planning effort.

A few final notes -

- There will be RV parking right on the hotel site for those of you traveling in that fashion.
- An autocross is now being planned for Sunday, utilizing CORSA rules, more information to follow.
- There are only 8-9 months between now and the Mini - not very much time for planning the arrangements. A timely response to this info request would be appreciated.

Watch for our flyers and more information.

Lu Goni
Secretary SFBA
CORSA Director
Western Division

Mailing Address: Lu Goni
352 Tahitian Circle
Union City, CA 94587

CERTIFIED MILESTONE CARS

AC Ace	1954-61	Ford Mustang GT/GTA V8	1965-67	Mercedes Benz 250SE Coupe & Convertible	1965-67
AC Aceca	1955-61	Ford Mustang Boss/302		Mercedes Benz 250 SL	1965-67
AC Buckland Open Tourer	1949	Mach 1	1969-70	Mercedes Benz 300 SE Coupe & Convertible	1965-67
AC (Shelby) Cobra	1962-67	Ford Crestline Skyliner	1954	Mercedes Benz 300 (S, SL, SE, 300 Coupe & Convertible)	1952-64
Alfa Romeo Giulietta Spider	1956-64	Ford Skyliner (Retractable)	1957-59	Mercedes Benz 600	1964
Alfa Romeo Giulietta/Giulia Sprint Speciale	1959-61	Ford Crown Vic Skyliner	1955-56	Mercury Cougar XR-7	1967-68
Alfa Romeo 6C 2500 Super Sport	1949	Ford Sportsman	1946-48	Mercury Sportsman	1946
Allard Series J2, K2, K3	1946-56	Ford Thunderbird	1955-57, 1958-60	Mercury Sun Valley	1954-55
Apollo	1963-66	Frazer Manhattan	1947-50	Morgan Plus Four	1950-64
Arnolt Bristol	1952-62	Gaylord	1955-57	Muntz Jet	1950-54
Aston Martin	1948-63	Healey Silverstone	1949-50	Nash Healey	1951-54
Aston Martin DB4, DB5, DB6 (All)	1964-67	Hudson (All)	1948-49	NSU Wankel Spyder	1964
Austin Healey 100-6	1956-59	Hudson Hornet	1951-54	OSCA MT-4	1948-56
Austin Healey 3000	1959-67	Imperial	1955-56	Oldsmobile 88 (Coupe, Convertible, Holiday)	1949-50
Austin Healey 100/100M	1953-56	Jaguar XK 120	1945-54	Oldsmobile 98 Holiday HT	1949
Bentley (All)	1946-67	Jaguar Mark V Drophead	1951	Oldsmobile Fiesta	1953
BMW 507	1957-59	Jaguar Mark VII and '54 Mark VII M	1951-54	Oldsmobile 442	1964-70
Bugatti Type 101	1951	Jaguar KX 140	1954-57	Oldsmobile Toronado	1966-67
Buick Riviera	1949, 1963-70	Jaguar Mark VIII	1956-57	Packard Caribbean	1953-56
Buick Skylark	1953-54	Jaguar Mark IX	1958-61	Packard Custom (Clipper & Custom Eight)	1946-50
Cadillac Eldorado	1953-58	Jaguar Mark X	1962-64	Packard Pacific/Convertible	1954
Cadillac Eldorado	1967-70	Jaguar XK 150	1958-61	Packard Panther Daytona	1954
Cadillac 60 Special	1948-49	Jaguar 3.4/3.8 Sedans	1957-64	Packard Patrician/400	1951-56
Cadillac 61 Coupe (Fastback)	1948-49	Jaguar E Type	1961-67	Panhard Dyna	1946-67
Cadillac 62 Sedanet, Convertible De Ville	1948-49	Kaiser Darrin 161	1961-67	Pegaso (All)	1951-58
Chevrolet Bel Air V8 Hardtop & Convertible	1955-57	Kaiser Deluxe/Deluxe Virginian	1954	Plymouth Fury	1956-58
Chevrolet Camaro SS/RS V8 & Z-28	1967-69	Kaiser Dragon	1951-53	Plymouth Satellite SS & GTX	1965-70
Chevrolet Corvette	1953-70	Kaiser Manhattan	1954-55	Plymouth Barracuda	
Chevrolet Nomad	1955-57	Kaiser Vagabond	1949-50	Formula S	1965-69
Chrysler 300 Letter Series	1955-65	Kaiser Virginian (Hardtop)	1949-50	Plymouth Roadrunner	
Chrysler Town & Country	1946-50	Lagonda V-12	1948-49	& Superbird	1968-70
Cisitalia GT (Pininfarina)	1946-49	Lagonda 2.5 Liter Drophead Coupe	1949-53	Pontiac Safari	1955-57
Citroen D8 & ID 19	1955-64	Lancia Flaminia Zagato	1959-64	Pontiac GTO	1964-69
Continental Mark II	1956-57	Lancia Flaminia GT Two Passenger Coupe or Convertible	1961-63	Porsche Series 356	1949-64
Corvair Monza	1960-64	Lancia Aurelia B.20 and B.20 Coupe	1951-59	Porsche 356C	1965
Corvair Monza Spyder	1962-64	Lancia Aurelia B.24 Spyder & Convertible	1953-59	Riley 2.5 (RMA, RME)	1945-55
Corvair Monza/Corsa	1965-69	Lea Francis 2.5 Liter Eighteen Sports	1950-54	Rolls-Royce (All)	1947-67
Crosley Hotshot/SS	1950-52	Lincoln Capri	1952-54	Shelby 350GT & 500GT	1965-67
Cunningham	1951-55	Lincoln Continental	1946-48, 1961-64	Sunbeam Tiger Convertible	1965-67
Daimler DE-36 (Custom Built)	1949-53	Lincoln Continental Convertible	1958-60, 1965-67	Studebaker Avanti	1963-64
Daimler 2.5 Special Sport Convertible	1949-53	Lincoln Continental Custom Limos (Lehman Peterson)	1961-67	Studebaker Gran Turismo Hawk	1962-64
Delage D-6 Sedan	1946-49	Lotus Elite	1958-63	Studebaker Starlight Coupe (All)	1947-49
Delahaye Type 135, 175, 180	1946-51	Maserati 3500/3700 GT	1957-64	Studebaker Convertible (All)	1947-49
DeSoto Adventurer	1956-58	M.G. Series TC	1946-49	Studebaker Starlight Coupe (Six & V-8)	1953-54
Devon S/S	1958-62	M.G. Series TD	1950-53	Studebaker Starliner Hardtop (Six & V-8)	1953-54
Dodge Coronet R/T	1967-70	Mercedes Benz 190 SL	1955-62	Studebaker President Spdster	1955
Dodge Charger R/T & Daytona	1968-70	Mercedes Benz 220A Coupe & Convertible	1951-54	Talbot Lago 4.5 (All)	1946-54
Dual Ghia	1956-58	Mercedes Benz 220S/220SE Coupe & Convertible	1956-65	Triumph TR2/TR3	1953-63
Excalibur II Series I	1965-69	Mercedes Benz 230SL Coupe	1963-67	Tucker	1948
Facel Vega V-8	1954-64	& Convertible		Volvo P.1800S, 2 Door Coupe	1961-67
Ferrari V-12 (All Front Engined)	1947-67			Willys Overland Jeepster	1948-51
				Woodfill Wildfire	1952-58

our State - Help make it work.

llowing is an unofficial list of your State Representatives and Senators.
lease communicate with them on things that are good as well as those things
that are not so good. Please keep this handy//

House of Representatives 1987-1988

<u>Representative & Spouse</u>	<u>Dist.</u>	<u>County</u>	<u>Pty</u>	<u>Occupation</u>	<u>House Address Zip & Phone</u>	<u>Capitol & Bus. Phone</u>
Berry, Charles E. (Carol)	21	El Paso	R	Lawyer	P.O.B. 38416 C.S. 80937	C 866-3911 B 471-7700
Chlouber, Ken (Pat)	61	Fremont	R		220 W. 8th Ave. Leadville 80461 486-0008	
Dambman, Mary (Richard)	20	El Paso	R	Legislator	7470 Delmonico Dr. C 866-2963 C.S. 80919 D 770-3249 599-8493	
Epps, Mary Ellen (Frank)	19	El Paso	R	Business Owner	217 Dexter St. C.S. 80911 392-3861	
Fagan, Renny (Michele Majeune)	22	El Paso	D	Attorney	2319 Stepping Stones Way C.S. 80904 473-9792	
Jenkins, Leo (Yvonne)	44	Fremont Pueblo	D	Realtor Builder	820 Dewey St. Canon City 81212 275-8744	B 784-6422
Philips, Barbara (Glen)	17	El Paso	R	Elementary Teacher	2822 Valley Hi Ave. C 866-2926 C.S. 80910 633-2152	
Ratterree, Tom (Mary)	18	El Paso	R	Director Public Relations	7312 Bell Drive C.S. 80918 599-0143	B 598-8882
Romero, Gilbert	42	Pueblo	D	Attorney	1128 Catalpa Pueblo 81001	C 866-2922 B 543-9591
Tebedo, Mary Anne (Don)	16	El Paso	R	Professional Regist. Parliament.	1916 Snyder Ave. C.S. 80909 471-2561	C 866-2947 D 861-2561
Thiebaut, Jr. Bill (Mary Ann)	41	Pueblo	D	Attorney	P.O. Box 262 Pueblo 81005 544-3822	
Trujillo, Juan (Judy)	43	Pueblo	D	Human Resources Manager	29218 Resolana Rd. Pueblo 81006 948-3132	

Senators

<u>Senators/Elect</u>	<u>Dist.</u>	<u>County</u>	<u>Pty.</u>	<u>Occupation</u>	<u>Home Address</u>	<u>Capitol & Bus. Phone</u>
					<u>Zip & Phone</u>	
Bird, Michael C. (Ursula)	9	El Paso	R	Economist	5810 Spurwood Ct C.S. 80907 594-9206	C 866-4866 B 473-3332 Ext. 415
Durham, Steven (Rose)	12	El Paso	R	Association Director	2401 Virgo Dr. C.S. 80906 475-2197	C 866-4866 B 863-0084
McCormick, Harold (Jeanne)	4	Fremont	R	Motion Picture Theaters	927 Greenwood A Canon City 81212 275-9518	B 871-0724 C 866-4866
* Powers, Ray (Dorothy)	10	El Paso	R	Rancher Businessman	5 N. Marksheffel C.S. 80909 596-1055	R B 861-1451 C 866-4866
Trujillo Sr. Larry (Ellynn)	3	Pueblo	D	Administrator D.A.'s Office	1155 21st. Lane Pueblo 81006 542-6912	C 866-4866
* Wells, Jeff (Sherri)	11	El Paso	R	Attorney	3166 Oak Creek Dr C.S. 80906 576-8620	C 866-4866 B 471-4116

* Business Address

Ray Powers	1200 Humboldt #703	Denver 80218
Jeff Wells	524 S. Cascade #1	C.S. 80906

Congratulations to Tom Rathbone

Carriage Care

Carriage Care, a car wash and service business at 350 S. 8th St., has changed management. Tom Rathbone is sole owner of the company.



Special thanks to Ben & Bettie Jo Bemzels:
To Ben for arranging the brunch at the NCO Club for our January meeting. The food was excellent.
To Bettie Jo for having all the calories taken out of the food. Thanks Bettie Jo.

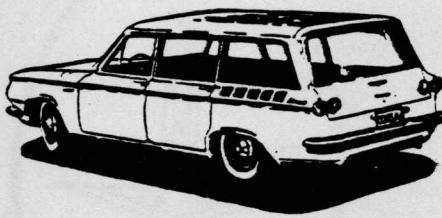
Also, thanks Bobbie Koll for passing out the Bronco carnations to the ladies. They made our day.

Sorry the Broncos lost, but they are still the best professional football team in Colorado. Save all your Bronco souveniers as they will be good next year when the Broncos win. Go Broncos go!

Can't understand why Jim & Lillian Block took a month to tour Florida. Heard they had terrible weather in route. Lots of rain. Hope they come back in time to enjoy this beautiful Colorado weather.

To all those who had a birthday in February - "Happy Birthday"
To those who had an anniversary in February - "Happy Anniversary"
Sorry I couldn't acquire a list of the events - but I tried.

Dorothy Malew
Substituting for Jim & Lillian Block



An anxious wife said to a friend as they watched her husband fishing in a bucket of water in the middle of the living room: "I'd take him to a doctor, but we really need the fish."

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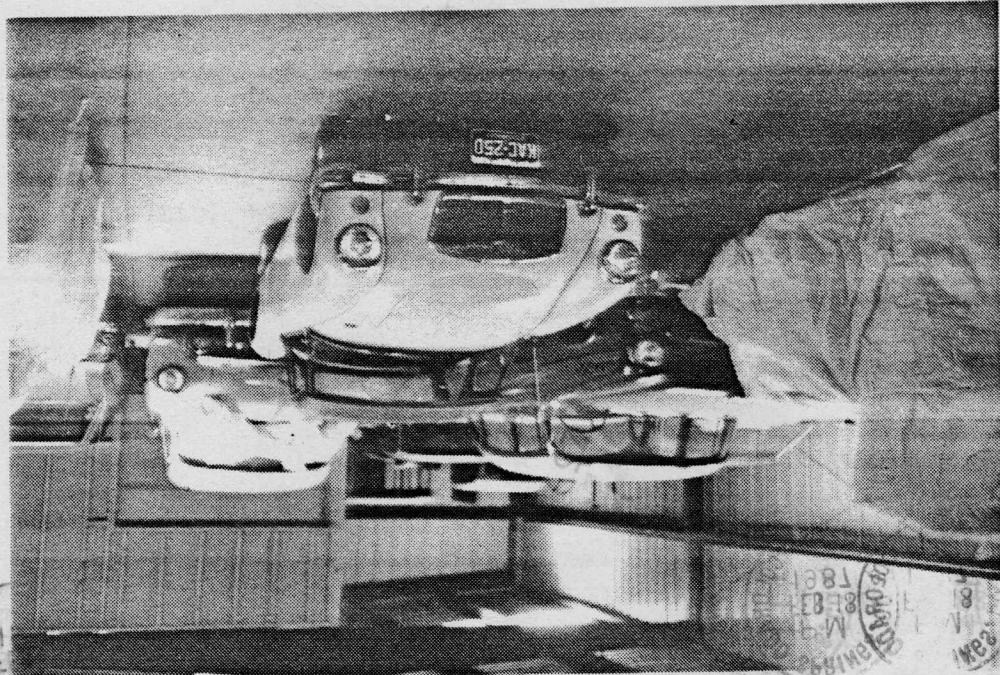
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WE MEET
THE
CHALLENGE

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Pikes Peak Corvair Club
P.O. Box 15034
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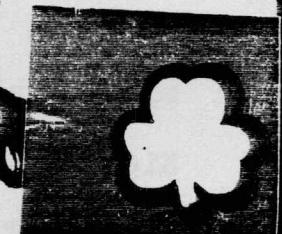
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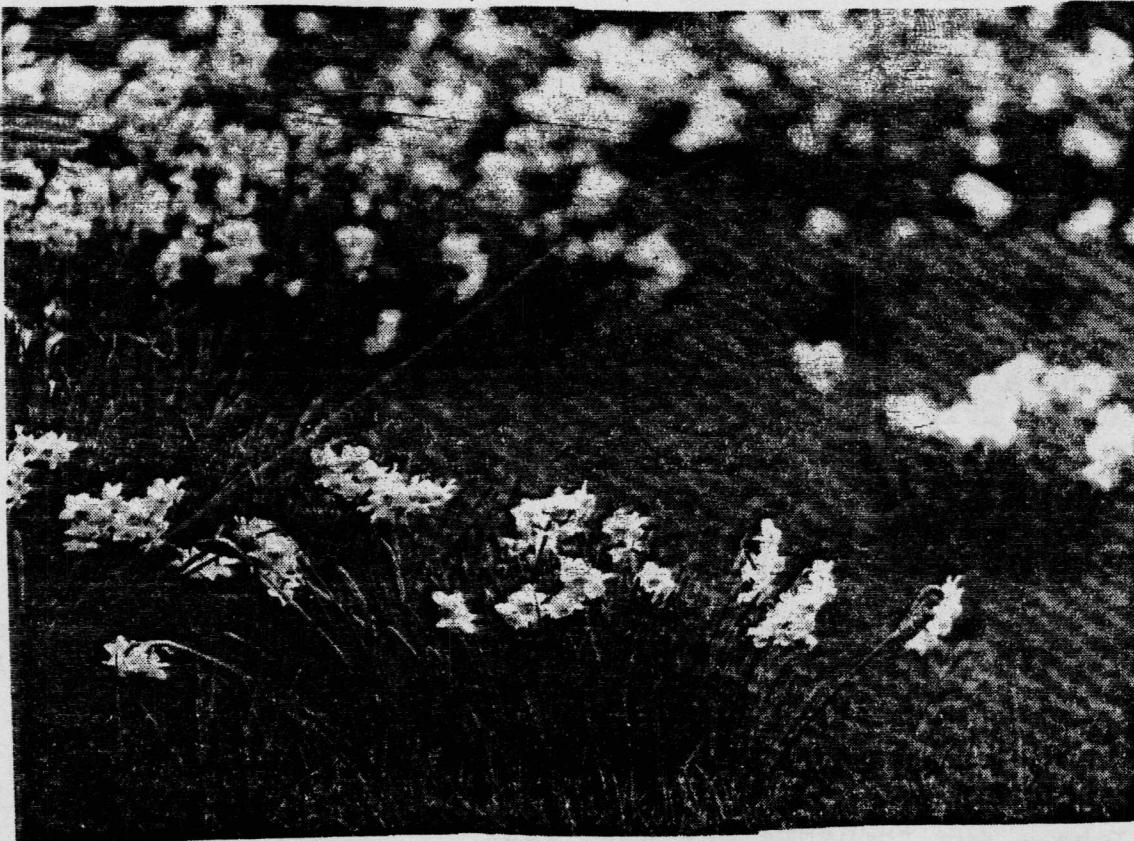
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Dorothy & Ed Malew Drip Line	598-2897

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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 rate are available upon request.

Ben's Breeze

Hope the "O" Rings will be in for the meeting. 20 sets, so bring money, also my have some Clark's & Walls catalogs if you don't have yours.

Bobbie Koll is having some ruff times and is putting in some time at Penrose Hospital. Get well soon Bobbie and Hang in there John-- our thoughts are with you.

Also, Chuck Harlow had a fight with a ladder that moved rather quickly- bruises and soreness but thanks for getting him to the Doctor, Tommie.

Plans are underway for a joint brunch with Rocky Mt. Corsair our friends from Denver. We Hope ! So save 17 May at the NCO Club on Academy about 10:15. More next month. Also that day is a large car show called Tour Tejon 87. Have more for meeting so don't miss it.

Thanks for volunteering to help our club at the OCC Swap meet June 6-7. Believe we came up with about 10 Volunteers as OCC requested. Thanks Walt.

MAKE IT THE 25th, MEETING starts at 7:00 P.M.

1ST
ANNUAL

Tour Tejon 81

Auto Jamboree

Downtown Colorado Springs

NO ENTRY FEE

Dash plaques to 1st 250 cars
People's choice trophies

Individuals & Clubs Welcome

Raffle For Door Prizes
T-shirts Available

ALL PROCEEDS TO CARE N SHARE

2ND ANNUAL Pikes Peak Super Chevy Poker Run
Kickoff From Downtown Colo Spgs

at 2:30

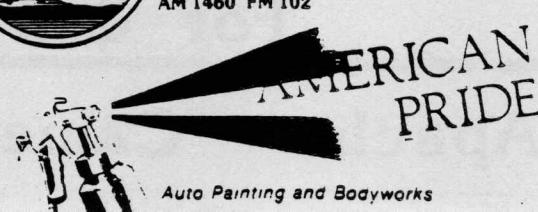
For more info: 473-2364 or 634-7378

Call for Club Pre-registration

SPONSORS



Auto Painting and Bodyworks



**The Spirit of Denver
Chevrolet Classics**

**CHEVY DAY
ALL DAY
87**

Saturday, May 23. 7AM-4PM

LUBY CHEVROLET
2033 So. Wadsworth

Stocks	Dash Plaques	Model Car
Modifieds	Trophies	Contest
Teen Class	Trivia Contest	All Ages

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Show Your Plaque And Enter
Any Chevy
For **\$5.67** Each

Apache • Cameo • El Camino

Bel-Air • Biscayne • Impala • Nova

Corvair • Corvette • Camaro • Chevelle

REGISTRATION

PUBLIC ADMISSION FREE

YEAR _____ MODEL _____ STOCK _____ MODIFIED _____

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

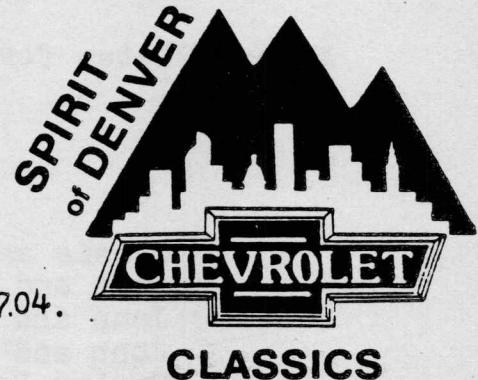
TELEPHONE # _____

ENTRIES X \$12.00. Make Checks Payable To:

SODCC, Inc. P.O. Box 27883

Denver, Colorado 80227

FOR MORE INFORMATION, CALL 987-1223 or 756-7704.



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BRAKES-TUNE UP-ELECTRICAL
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4x4
Service &
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HANK'S AUTO SERVICE
Hank Brown- Owner

221 Iowa Ave
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303 632-2843

Happy Birthday

March 23, Bettie Jc Benzel
24 Novice Shick
30 Don Jean

April

10 Ed Malew
13 John Koli

March 25, 1987

For Sale

1963 Corvair Monza Spyder 900. Complete, but needs restoring
\$650.00 Call 639-1782

1968 Corvair two-door coupe. Good body and interior. It
runs, but no title. \$450.00 Call 637-1782

66 or 68 Corvair Monza Convertible. Needs lots of work.
Has Engine. \$500.00 or best offer. Terry McKenna 598,0743

Renewal Dates for Dues to Pikes Peak Corvair Club. Dues \$10.00
per year.

Jessie and Brigitte Barnett	2/87
Dale and Judy Carraway	3/87
John and Doreen Doswell	2/87
John and Dees Glusick	10/86
Evelyn Halverson	1/87
Walter Hundertmark	3/87
John & Bobbie Koll	2/87
Art & Karen Luque	3/87
William & Sallee Jo McCrea	1/87
Bradley & Mary Mauger	10/86
Ray & Novice Schick	2/87
Dick & Marcia Shuck	2/87
Joe Vento	9/86
Jim & Pat Wood	1/87



For Complimentary
Facial or Interview
Call: (303) 574-5271

Marcia D. Shuck
Beauty Consultant

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Publications & Much More!

CALL US—AND COMPARE
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ORDER BUSINESS

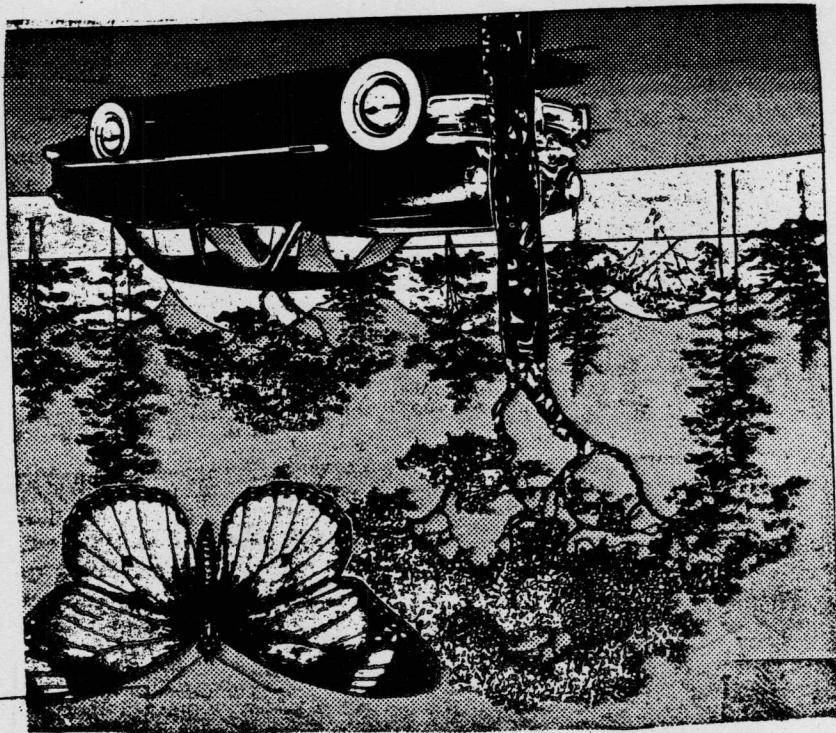
CREDIT CARD
PHONE ORDERS
GLADLY ACCEPTED

JUST ASK FOR
YOUR FREE
NEWSLETTER

WALL'S CORVAIR UNDERGROUND
P.O. Box 404, Hillsboro, OR 97123

or call (503) 283-2610 24 Hours





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

SEND TO:

THE

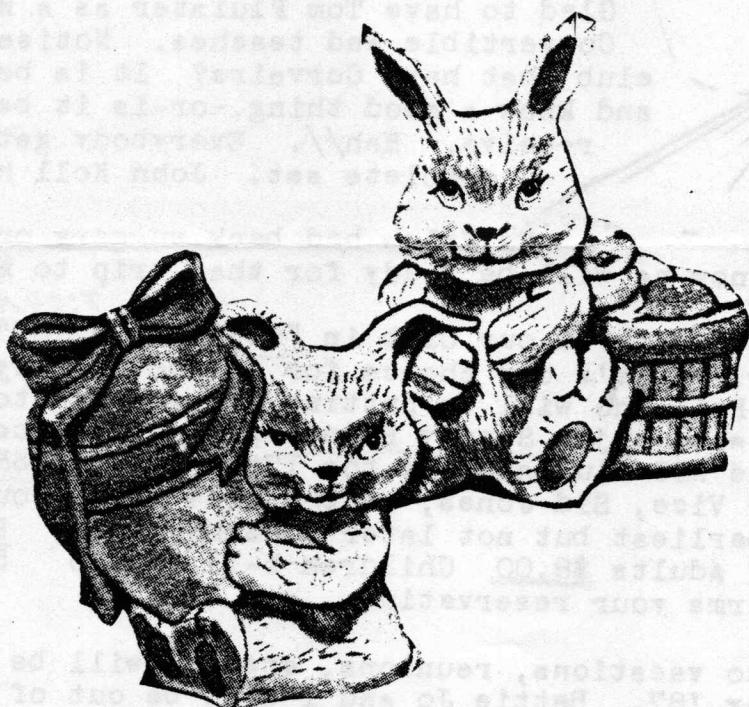
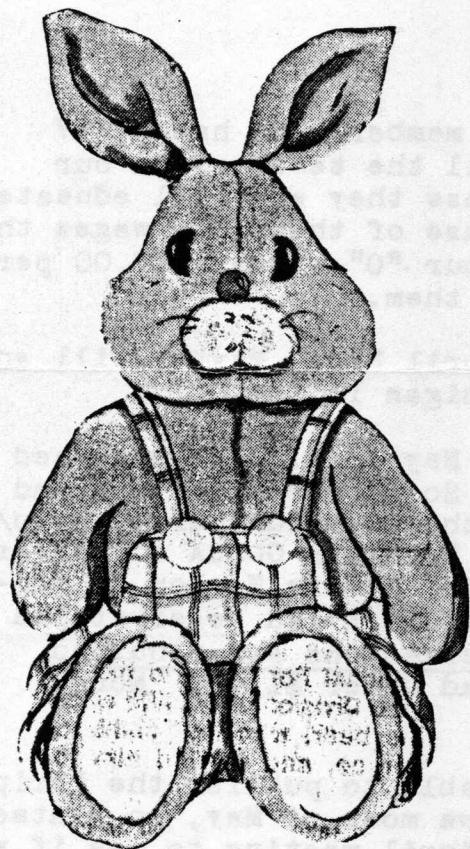
DRIP LINE

VOL. IX

NO. 4

April 1987

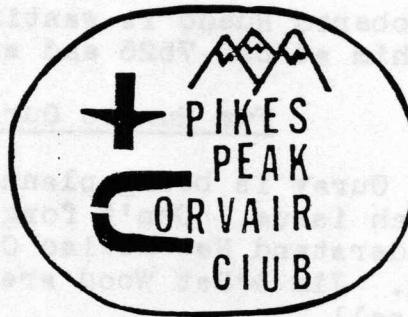
HAPPY EASTER!



A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA



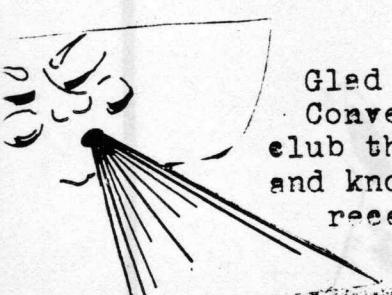
OFFICERS

Ben Benzel - President	598-6886
Sidney Jones - Vice President	685-9204
Tommy Harlow - Secretary	633-0619
John Koll - Treasurer	593-1928
Art. Luque - Member at Large	634-6434
Ray Schick - Member at Large	392-8224
Walter Hundermark - O.C.C. Rep.	632-2865
Jim & Lillian Block - Drip Line	392-8213
Dorothy & Ed Malew - Drip Line	598-2897
Jim Wood - Membership	591-2407

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

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*****BEN'S BREEZE*****



Glad to have Tom Pluister as a new member. He has a '67 Convertible and teaches. Notice all the teachers in our club that have Corvairs? It is because they are well educated and know a good thing.-or-is it because of their low wages they receive. Hah//. Everybody get your "O" rings. \$5.00 per complete set. John Koll has them.

Ed Malew had back surgery on April 3rd. Maybe still sore but know he will be ready for that trip to Michigan in May.

7:00 A.M.

✓ We have entered our Club in "Tour Tejon '87" on May 17th. See enclosed flyer. Here's our chance for a good display. So support Jim Wood and ✓ John Koll who will be putting our display together. Volunteer to help// * Then also enjoy Sunday Brunch along with Rocky Mountain CORSA of Denver at the NCO Club also on the 17th at 10:15 SHARP. Tommie Harlow at 633-0619 or my Vice, Sid Jones, at 685-9204 needs your support and reservations at the earliest but not later than May 13th. Reservations are required. Cost: Adults \$8.00 Children 6-11 \$3.95 5 and under \$1.50. Money confirms your reservation.

Due to vacations, reunions, etc. we will be unable to publish the "Drip-Line" in May '87. Bettie Jo and I will be out of town most of May, so contact my fine staff if any problems arise. Attend the April meeting to see if we will have a meeting in May.

Rumor has it that Roberto Ruedo is wanting to sell his very nice '64 Convertible. Call him at 632-7525 and see if the rumor is true.

Fun Run to Ouray

A weekend of fun at Ouray is being planned for May 29-30-31. Some details were printed in March issue. Don't forget to make reservations soon. Phone 1-800-358-5577. Understand New Mexico Club will have about 12 cars. Lets have a good showing. Jim & Pat Wood are PPCC coordinators. Questions-- please give them a call.

The Pikes Peak Corvair Club was called to order at 7:30 P.M., March 25, by president, Ben Benzel.

Ben welcomed our guest, Tom Pluister. Tom is a P.E. teacher at Bates Elementary and has lived here sixteen years. He and his wife, Margene, have a '67 convertible with 105,000 miles.

Bobbi Koll was welcomed back.

The printer was late with the "Drip Line". They were distributed at the meeting. Dorothy and Ed will mail a copy to members not present.

A correction was made to last month's minutes. In the new business the word parade was changed to car show.

John Koll reported our bank account was \$578. He also said the O rings ordered were in. They cost five dollars a set.

OLD BUSINESS

If you need any club logo on tee shirts or light jackets for summer, see Kit at All American Sports.

Patches and decals are available with John Koll.

Walt reported we had ten members for the O.C.C. swap meet in Denver at the Adams County Fairgrounds.

NEW BUSINESS

Ben asked if we wanted our starting time changed to 7:30. After discussion it was voted to start at 7:15 (not later than 7:30).

Jim Wood will be chairman of "Tour Tejon" show on May 17. We will go as a club. Ben will help with planning.

Drive-in will be from five to seven A.M. Sunday morning. Jim Wood, John Koll, and Walt offered cars.

7:00 A.M.

Money will be collected in a bucket. This money collected will be donated to Care and Share.

Rocky Mountain Corsa will have a brunch with us on May 17. Price is \$8.00 a person. For reservations call Tommy at 633-0619. Checks should be made payable to N C O Club and mailed to Tomasina Harlow, 2519 Farragut Circle, Colo. Spgs., 80907. It was voted to pay when our reservations were made as the NCO Club requires a guaranteed number.

The Corvair model will be auctioned off that morning.

If you plan to attend the Run for Ouray on May 29, the group will stay at the Matterhorn. It would be a good idea to make reservations as soon as possible.

On May 23 there will be an All Chevy Day in Denver.

The Cactus Corvair Club in Phoenix is rebuilding a race car. They are asking all clubs to help in a raffle. The prize is a "freshly built, modified Corvair engine up to a maximum 140 h.p. built by a well-known racing mechanic."

Tickets cost one dollar each or twelve tickets for ten dollars. John Koll was asked to order three books; so we will have thirty-six tickets to sell.

Rocky Mountain Vintage Racing will run their schedule for this year in the "Drip Line".

Dave Palmer, our Corsa Board Member, say Corsa needs a host club for the 1990 Convention.

Corsa budget is healthier than it's ever been.

The "Communique" is now fully under Corsa control.

Car for Sale: 1962, 700, four door, red and white interior.
Make an offer. 687-9234: ask for Chuck.

A thank-you note from Bobbi Koll was read.

Ben had some F O B binders, (FOB- Found on Base), to give away.

If you're interested in a February copy of "Collectible Automobile" which has a large article on Corvairs, you can order from the publisher for six dollars.

In the "Old Car Weekly" on page twelve there is an article on Corvairs.

O. C. C.

Walt had flyers to distribute to advertise the swap meet.

Prem-Max had octane booster mixed with fuel. This is carried in five stations in Denver. Walt knows which ones if you're interested.

Bill Chestnut, a friend of O.C.C. and a former state representative, passed away in February. He was given a special tribute by the Colorado House of Representatives.

Past due members, will you please pay your dues?

The Family Auto Service has a '65 with a recently rebuilt motor that they plan to junk.

Jim Wood wrote a letter to Proctor and Gamble to tell them how great Ivory Soap was for gas tank repair.

They asked him to please put on his new gas tank as Ivory Soap hadn't been tested for this use.

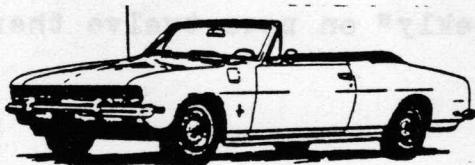
Thanks to Lillian Block who baked the cake.

Jim Wood moved we adjourn.

Respectfully submitted,

Tomasina Harlow

Tomasina Harlow

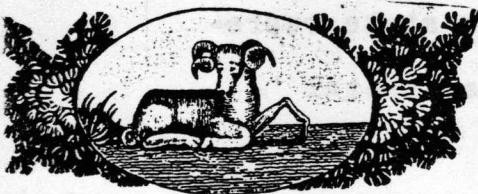


HAPPY 25th ANNIVERSARY

April 15th - Bettie Jo and Ben Benzel

HAPPY BIRTHDAYS

APRIL hath 30 days.



April 10th - Ed Malew

April 13th - John Koll

May 14th - Barbara Koll

May 27th - Dale Carraway

May 31st - Chuck Harlow

MAY hath 31 days



For you members who would like to convert inches to litres and vice versa - the following formula can be used to find the displacement of engines and whatever.

The figure .0164 represents 1 cylindrical inch. That is, 1" high & 1 inch in diameter.

Example: 305 In. 3 x .0164 equals 5.0002

5 litres divided by .0164 equals 304.87804

Incidentally the formula is 100% correct and not an estimate.

Some of you members may find this tire inter-changeability & inflation data chart useful, so we are having it printed in this edition for whatever use you may find.



Don't forget our next meeting on Wednesday April 22nd. Please try to be there at 7:30'clock.

Ed & Dorothy Malew
Substituting for Jim & Lillian Block
who are in California

TIRE INTERCHANGEABILITY AND LOAD AND INFLATION DATA

LOAD LIMITS (LBS. PER TIRE) FOR TIRES USED ON PASSENGER CARS,
STATION WAGONS AND MULTI-PURPOSE PASSENGER VEHICLES.

B02

TIRE SIZE OR DESIGNATION

Conventional Bias Ply		Other				COLD INFLATION PRESSURES—POUNDS PER SQUARE INCH												
1965-On	Replaces Pre-1965	Bias and Belted Bias Ply '78 Series'	'70 Series'	'60 Series'	'80 Series'	Radial Ply '70 Series'	'78 Series'	20	22	24	26	28	30	32	34	35	38	40
6.00-13					165 R 13			770	820	860	900	930	970	1010	1040	1070	1110	1140
		A78-13					AR 78-13	810	860	900	940	980	1020	1060	1090	1130	1150	1200
6.50-13		B78-13			175 R 13	BR 70-13	BR 78-13	890	930	970	1030	1070	1110	1150	1190	1230	1270	1300
		C78-13						950	1000	1050	1100	1140	1190	1270	1310	1360	1400	1450
7.00-13			D70-13		185 R 13	CR 70-13	CR 78-13	780	820	860	900	940	970	1010	1160	1200	1240	1270
					195 R 13	DR 70-13	DR 78-13	860	910	960	1000	1040	1080	1120	1170	1200	1240	1280
6.45-14		B78-14			155 R 14	AR 70-14	BR 70-14	870	910	960	1000	1050	1090	1130	1170	1200	1240	1280
	6.00-14				165 R 14		BR 78-14	840	900	930	980	1020	1060	1100	1130	1170	1210	1240
6.95-14		C78-14			175 R 14	CR 70-14	CR 78-14	950	1000	1050	1100	1140	1190	1230	1270	1310	1350	1380
6.50-14		D78-14	D70-14			DR 70-14	DR 78-14	1010	1070	1120	1170	1220	1270	1320	1360	1410	1450	1480
7.35-14	7.00-14	E78-14	E70-14		185 R 14	ER 70-14	ER 78-14	1040	1100	1160	1210	1260	1310	1360	1400	1450	1490	1520
7.75-14	7.50-14	F78-14	F70-14		195 R 14	FR 70-14	FR 78-14	1150	1210	1270	1330	1390	1440	1500	1550	1600	1650	1690
8.25-14	8.00-14	G78-14	G70-14		205 R 14	GR 70-14	GR 78-14	1250	1310	1380	1440	1500	1560	1620	1670	1730	1770	1830
8.55-14	8.50-14	H78-14	H70-14		215 R 14	HR 70-14	HR 78-14	1360	1430	1510	1580	1640	1710	1770	1830	1890	1950	2030
8.85-14	9.00-14	J78-14	J70-14		225 R 14	JR 70-14	JR 78-14	1430	1510	1580	1660	1730	1790	1850	1920	1980	2050	2100
	9.50-14					LR 70-14		1540	1640	1700	1780	1850	1930	2000	2060	2130	2200	2260
								1520	1600	1680	1750	1830	1900	1970				
G77-14					165 R 15		BR 78-15	870	910	960	1000	1050	1090	1130				
	6.00-15							890	940	980	1030	1070	1110	1150	1190	1230	1270	1300
6.85-15		C78-15	C70-15		175 R 15	CR 70-15	CR 78-15	950	1000	1050	1100	1140	1190	1230	1270	1320	1360	1390
6.50-15		D78-15	D70-15			DR 70-15	DR 78-15	1010	1070	1120	1170	1220	1270	1320	1360	1410	1450	1490
7.35-15		E78-15	E70-15		185 R 15	ER 70-15	ER 78-15	1070	1130	1180	1240	1290	1340	1390	1440	1480	1530	1570
7.75-15		F78-15	F70-15		195 R 15	FR 70-15	FR 78-15	1150	1210	1270	1330	1380	1440	1490	1540	1590	1640	1690
	6.70-15							1110	1190	1230	1290	1340	1400	1450	1500	1550	1610	1650
8.15-15	7.10-15	G78-15	G70-15	G60-15	205 R 15	GR 70-15	GR 78-15	1240	1300	1370	1430	1490	1550	1610	1660	1720	1770	1830
8.25-15								1190	1270	1320	1380	1440	1500	1550	1600	1660	1710	1760
8.45-15	7.60-15	H78-15	H70-15		215 R 15	HR 70-15	HR 78-15	1310	1400	1450	1520	1580	1640	1710	1760	1820	1880	1930
8.55-15								1360	1440	1510	1580	1650	1710	1770	1830	1890	1950	2010
8.85-15	8.00-15	J78-15	J70-15		225 R 15	JR 70-15	JR 78-15	1430	1510	1580	1650	1720	1790	1860	1920	1980	2040	2100
9.00-15	8.20-15		K70-15			KR 70-15		1460	1540	1620	1690	1760	1830	1900	1970	2030	2090	2150
9.15-15		L78-15	L70-15		235 R 15	LR 70-15	LR 78-15	1510	1600	1680	1750	1830	1900	1970	2030	2100	2160	2220
8.90-15								1520	1600	1680	1750	1830	1900	1970	2040	2100	2160	2220
6.00-16								1700	1810	1880	1970	2050	2130	2210	2290	2360	2430	2500
6.50-16								1075	1135	1195	1250	1300	1350	1400	1450	1500		
7.00-15								1215	1280	1345	1405	1465	1525	1580	1635	1690		
7.00-16								1310	1380	1450	1515	1580	1640	1700	1760	1820	1880	
								1365	1440	1515	1585	1650	1715	1780	1840	1900		

1. The load limit for a dual-sized tire is for the larger size e.g., 6.95/7.35-14.
2. Maximum inflation and load is that shown in the 32 psi column for Load Range B (4-ply rating) tires, 36 psi for Load Range C (6-ply rating) tires and 40 psi for Load Range D (8-ply rating) tires.

3. Load Range B tires may be marked 4-ply rating/2-ply or 4-ply; Load Range C tires, 6-ply rating/4-ply or 6-ply and Load Range D tires, 8-ply rating/4-ply, 8-ply rating/6-ply or 8-ply.

4. If you are considering replacing conventional size tires (e.g. 7.75-14) with other tire size designations, be sure to check the automobile manufacturer's recommendations. Interchangeability is not always possible because of differences in load ratings, tire dimensions, wheel well clearances and rim sizes. Also, due to differences in handling characteristics, '70 Series' and '60 Series' tires should be used only in pairs on the same axle, radial tires only in sets of four.

COMING MAY 17

1ST ANNUAL Tour 81 Tejon Auto Jamboree

Downtown Colorado Springs
Tejon at Cache La Poudre

NO ENTRY FEE

Entry 5:00-8:00am Open 8:00-2:00 to Public
Dash plaques to 1st 250 cars
People's choice trophies

Individuals & Clubs Welcome

Raffle For Door Prizes
T-shirts Available

ALL PROCEEDS TO CARE N SHARE

**Pikes Peak Super Chevy Poker Run
Kickoff From Downtown Colo Spgs
at 2:30**

2ND ANNUAL

For more info: 473-2364 or 634-7378



SWAP MEET

**The Rocky Mountain Region's LARGEST
Antique, Classic & Special Interest Auto Swap Meet & Sale**

**Cars • Parts • Literature • Accessories
Buy • Sell • Trade**

Adams County Fairgrounds - Denver, Colorado

June 6 & 7, 1987

**Over 1,000 Outside Spaces - 100 Inside Spaces - 150 Car For Sale Spaces
Special Indoor Vendor Area For Model Cars, Trains, Planes, Etc.**

Motor Home Hook-Ups - 24 Hr. Security

Related Antique and Special Interest Items Welcome

Sponsored by - Old Car Council of Colorado

FOR ADDITIONAL INFORMATION

Reservation Chairman - Gary Vriezen, 7681 W. Peakview Ave., Littleton, CO 80123 - Ph. (303) 979-6499

Swap Meet Chairman - Ray Knott, P.O. Box 26344, Lakewood, CO 80226 - (303) 987-3712

	HOURS
Friday	<ul style="list-style-type: none">• Vendor Move-In - 2-10 P.M.• Closed To General Public
Saturday	<ul style="list-style-type: none">• Vendors Admitted - 5 A.M.• Public Admitted - 7 A.M. - 5 P.M.
Sunday	<ul style="list-style-type: none">• Vendors Admitted - 6 A.M.• Public Admitted - 7 A.M. - 4 P.M.

FOOD CONCESSIONS

INSTRUCTIONS

1. Fill In Reservation Form
2. Detach At Cut Line
3. Mail Form With Payment to: Gary Vriezen,
7681 W. Peakview Ave., Littleton, CO 80123

Spaces Will Be Reserved On A
First Come, First Served Basis.

NO Space Reserved Without Receipt
of Payment in Full.

Gate Admission \$2 Children under 12 FREE



The Rocky Mountain Classic Chevy Club
presents
SIXTH ANNUAL
ALL CHEVY DAY
and **SWAP MEET**



Jefferson County Fairgrounds
15200 West 6th Avenue

JUNE 20, 1987 • 7 A.M. to 4 P.M.
RAIN DATE - JUNE 21, 1987

Show N Shine — Any Year Chevy, Any Model

Entry fee, \$15. Pre-registrations received by June 13 will get one free T-shirt. Registrations received after June 13 or at the gate will pay \$15 but will get no T-shirt. (Please specify T-shirt size on registration blank.) Judging starts at 10:30 a.m. Pre-registered entries arriving after judging starts will not be judged.

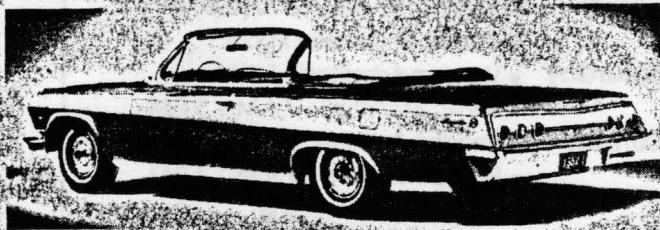
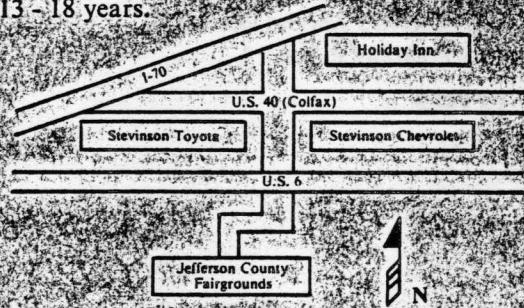
Classification criteria and show info will be included with pre-registration confirmation or upon request. Write to P.O. Box 18882, Denver, CO 80218.

SWAP MEET

Large spaces approximately 20' x 25' are \$15.

MODEL CAR SHOW

FOR KIDS! Two divisions: 12 years and under, and 13 - 18 years.



★ **General Admission for Events** ★

Adults \$1.00

Children Under 12 Free

Concessions Available at the Show.

PLEASE: No Alcoholic Beverages on Fairgrounds Property.

Door prizes to be given away throughout the day • Live Broadcast by KRZN Radio 1150 • Dash Plaques • Trophies

NOTE: There will be no ALL CHEVY DAY in 1988 due to prior national commitments.

PREM MAX

PREMIUM FUEL FOR ENGINES EXPECTED TO PERFORM AT PEAK OUTPUT

PREM/MAX Hi-Octane motor fuel is blended with additives to provide exceptional lubrication to upper cylinders and valves. Valve seat lubrication is comparable or superior to that found in the premium gasolines of the 1960's, which contained lead levels 30 times higher than those currently permitted by the E.P.A.

PREM/MAX motor fuel has lubricating properties that protect against valve recession (Fig. 1). Leaded regular gasoline currently contains 0.1 gram of lead per gallon. The additives in PREM/MAX motor fuel provide protection equal or superior to premium gasolines of the 1960's, which contained lead levels of 3 grams per gallon (Fig. 2).

PREM/MAX meets all E.P.A. motor fuel requirements for highway use while not compromising the lubrication needed for your car's longer engine life.

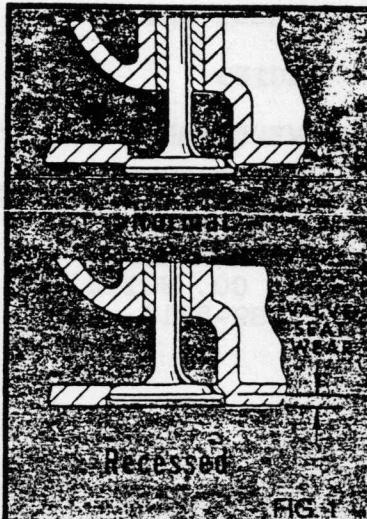
PREM/MAX meets or exceeds all current E.P.A. motor fuel requirements for cars without catalytic converters.

PREM/MAX meets the requirements of high-performance, high compression engines, particularly those built before 1975; it delivers maximum power from your car's engine at all elevations.

PREM/MAX is made from premium gasoline components, refined to burn cleaner and without engine-damaging preignition.

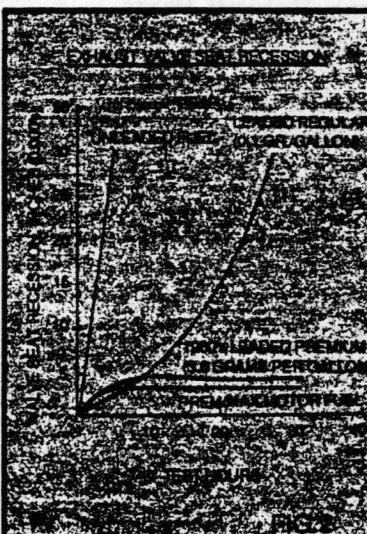
POWERFUL DETERGENTS

PREM/MAX motor fuel contains effective injector and carburetor cleaners, which remove gum deposits. This results in improved fuel economy and better acceleration. Most car engines need only two tankfuls for a complete cleaning.



PREM/MAX:

- Protects against valve recession
- Meets or beats all E.P.A. air quality requirements
- Cleaner burning
- Long lasting fuel stability
- Improves combustion
- Reduces carbon monoxide emissions



IMPROVED COMBUSTION

PREM/MAX motor fuel burns cleaner, with carbon monoxide emissions reduced an average of 15% below regular leaded.

LONG-LASTING FUEL STABILITY

PREM/MAX motor fuel contains additives that reduce fuel component reactions in the gas tank, providing longer fuel storage life and insuring a cleaner burning fuel.

FULL-TIME CORROSION PROTECTION

PREM/MAX motor fuel contains metal deactivators which prevent corrosion caused by water condensation in the fuel system. Protection is provided by the application of a fine protective film on all metal parts in the system.

PREM/MAX MOTOR FUEL IS IDEAL FOR:

- High Performance Vehicles
- Motorcycles
- Marine Engines and Outboards
- Snowmobiles
- Ultralights
- Tractors
- Lawn Mowers
- Chain Saws
- And any engine that will be expected to perform at peak output

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CONOCO at Broadway & Quincey
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PREM/MAX: Premium motor fuel; Maximum engine protection.

HIGH PERFORMANCE MOTOR FUEL

1987 ROCKY MOUNTAIN VINTAGE RACING SCHEDULE OF EVENTS

APRIL 25/26	DRIVERS SCHOOL	SECOND CREEK RACEWAY
MAY 23/24	RACING	DENVER, COLORADO
JUNE 20/21	RACING	PUEBLO MOTORSPORT PK
JULY 25/26	STREET RACING	PUEBLO, COLORADO
SEPTEMBER 4/7	STREET RACING	LAJUNTA AIRPORT TRACK
OCTOBER 3/4	RACING	LAJUNTA, COLORADO
		AVON, COLORADO
		STEAMBOAT SPRINGS, CO
		MOUNTAIN VIEW PARK
		MEAD, COLORADO

FOR MORE INFORMATION REGARDING MEMBERSHIP IN RMVR AND EVENTS FOR 1987
PLEASE CONTACT:

ROCKY MOUNTAIN VINTAGE RACING
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ENGLEWOOD, CO. 80110
(303) 789-5213

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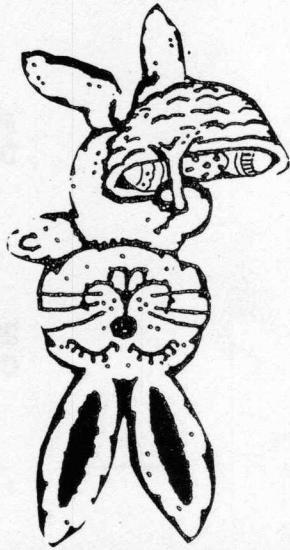
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2322½ N. Cooper
Walter Hundermark

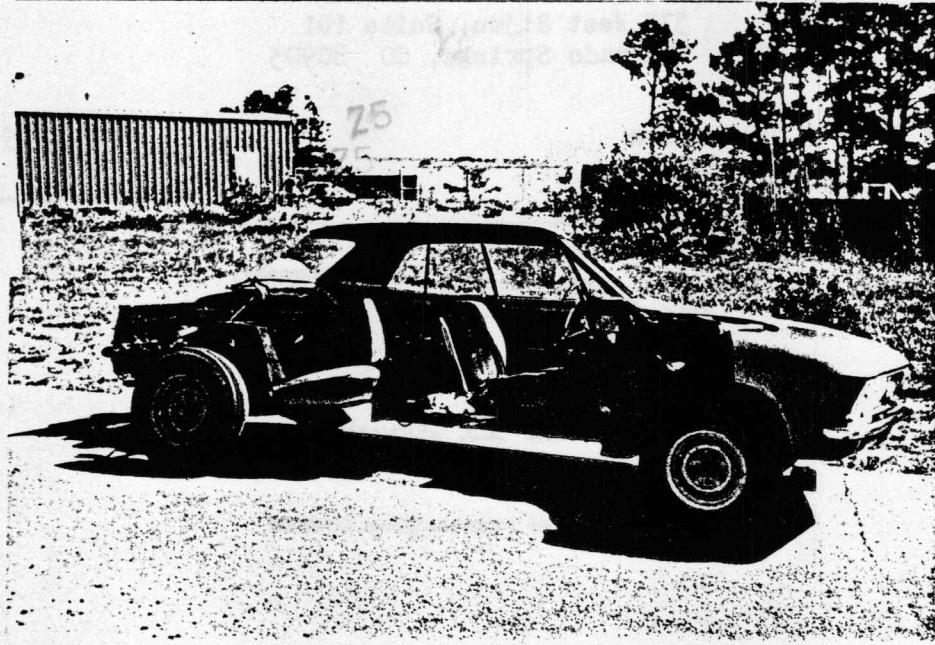


Colorado Springs, Colorado 80935
P.O. Box 15034
Pikes Peak Corvair Club

THE DIRT LINE



WE MEET
THE
CHALLENGE



YOU SHOULD SEE THE OTHER CAR //

THE DRIP LINE

VOL. IX NO. 5

June, 1987



A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA



FANTASTIC 4TH OF JULY
 ANTIQUE, CUSTOM, CLASSIC

AND ROD RUN AND SHOW

Complete and mail with correct amount to: BUENA VISTA CHAMBER OF COMMERCE
 P.O. BOX P, BUENA VISTA, COLO. 81211 Conformation of entry and schedule of
 events will be furnished by return mail.

Name	First	Last	Wife	Phone	
Address			City	State	Zip
Car Type	1916-1962 Antique		Street Machine		
	1950-1987 Sports Car		Special Trucks	Special Interest	
	1963-1979 Classic		Student any year		
	1948- older Street Rod	YEAR	MAKE	MODEL	ENGINE
	CLUB NAME _____				

ENTRY FEE ADULT MAIL IN

\$10.00 1st CAR ||

\$5.00 Additional Cars ||

STUDENTS 15-20 yrs

\$8.00 per car ||

Any year make or model

MAIL IN ENTRY DEADLINE JUNE 29, 1987

LATE ENTRY FEE \$15.00 Adult \$10.00 student. Banquet \$8.00 per person

NEED FURTHER INFORMATION PLEASE CALL PEGI BROWN AT (303) 395-6065 OR B.V. CHAMBER AT 395-6612

SPONSORED BY ARKANSAS VALLEY CAR CLUB AND BUENA VISTA CHAMBER OF COMM.

 Tommy Harlow and her Mother are on a trip to Hawaii.

Art and Karen Luque spent their vacation on a trip to Mexico.
 They also helped San Francisco celebrate the Golden Gate Bridge's
 50th anniversary.

Marcia Shuck had her knee in a cast. The poor little Spyder fared
 lots worst.

Tcm and Delta have a Colorado Springs address, 350 S. Eighth.

Jim Wood has his Porsche up for sale.

If your Zip Code changes, please notify Lillian Block, 382 8213
 Do we want a picnic this summer, Where and when? Your ideas, please.

The Pikes Peak Corwair Club was called to order at 7:30 P.M., April 22, by our president, Ben Benzel.

Ben welcomed Chuck Seelye, Rich Palmer, and the Rathbones (all old members we hadn't seen in some time), back to our club meeting.

There were no additions or corrections to the minutes.

OLD BUSINESS

A thank you from Ed Malew was read.

John Koll reported we have \$675.77 in our treasury. There are four sets of O rings left.

Brunch must be paid for ahead of time for our May 17 meeting. Please contact Sid Jones or Tommy Harlow even as late as May 15. The brunch will be held at 10:15 A.M.

Roll-in time for the Tejon '87 car show is seven a. m. The show lasts until three p.m. Tee shirts and plaques will be given to the first two hundred fifty cars. Those entering for P.P.C.C. are John Koll, Chuck Seelye, Walt Hundertmark, Jeff Raines, and Sid Jones (if car is finished). Proceeds for the car show go to Care and Share.

Jeff Raines, Ben Benzel, Walt Hundertmark, Bill Woodman, Sid Jones, Ray Schick, and Jim Wood are the families touring to Ouray. They will meet at 9:00 A.M., Friday, at the Carriage Care on 8th Street. These are the ones who can travel together.

Tom Rathbone has found Fram PH4 filters for the price of \$4.70. Ray Schick said there was an ad in Corsa for AC Blues for \$3.50. Ray will order some.

The Club hasn't received the raffle tickets they told the club in Arizona they'd sell for them.

NEW BUSINESS

Don Wadell needs a club to host the 1990 convention. After discussion it was decided our club wasn't large enough to handle this.

Chuck Seelye moved and John Koll seconded the motion that twenty-five dollars be sent to Crime-stoppers as our club charity.

Car shows announced for the coming months are as follows:

1. All Chevy Swap Meet, Bear Valley Shopping Center, Hampton and Sheridan, May 23;
2. Auction for cars, Abbey, Canon City, May 30, 2:00P.M.;
3. Purely Corvettes, Jefferson County Sports Arena, July 10,11,12;
4. O.C.C. Swap Meet, Denver, June 6,?;

5. Rocky Mountain Chevy, Jefferson County Fairgrounds, June 20;
6. Street Rod and Car Show, Buena Vista, July 3,4,5;
7. O.C.C., Brighton, May 9;
8. VMCCA, Pueblo Greyhound Park, May 16.
(You may rent a spot for ten or fifteen dollars.)

We voted to not have a Drip Line in May.

Discussion about summer activities included picnics and poker runs. Art Luque is looking into an activity in July at Sugar Loaf.

O. C. C.

Walt had flyers for the O.C.C. Swap Meet. Please post as part of the profits are returned to the Club.

There will be no vehicle traffic within the meet while the meet is being conducted. Heavy objects will be moved in carts by high school students.

Walt has numbers to call about new bills in the current Colorado Legislature.

If you need seat belts for your older cars, Art Luque has a lot of them.

Cost of painting at last estimates were Steve Johnson's, \$1200; Black and White, \$1500-\$3000; Daniels, \$2000-\$4000. Bob Hill on East Bijou just west of Academy Blvd. close to Team Chevrolet is an excellent place.

The March and April issue of Hot Rod Magazine explains problems with low octane gas and tells the brand name of things to help.

Leon Brown has an article in Corsa.

The Rathbones would like a Model A or Model T for advertising.

Betty Benzel made a cake for our meeting.

Sid moved the meeting be adjourned.

SUNDAY, MAY 17

Sid Jones presided over the giving of door prizes. Linda Jones won the Corvair model. Money was donated to Care and Share.

Announcements were made concerning the car show on Tejon.

Respectfully submitted,

Tomasina Harlow
Tomasina Harlow

OFFICERS

Ben Benzel - President	598-8886
Sidney Jones - Vice President	685-9204
Tommy Harlow - Secretary	633-0619
John Koll - Treasurer	593-1928
Art Lucue - Member at Large	634-6434
Ray Shick - Member at Large	392-8224
Walter Hundertmark - OCC Rep.	632-2865
Jim & Lillian Block - Drip Line	392-8213
Dorothy & Ed Malew - Drip Line	598-2897
Jim Wood - Membership	591-2407

All correspondence to the club/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 months publication.
Classified ads are free to members. Commercial rates are available upon
request.

BEN'S BREEZE

May has passed us by. Bettie Jo and I had a nice visit to
Washington State. My eight brothers and sisters entertained us and we
didn't get to miss a meal. My Mother, age 96, is still hanging in there.

Thanks to Tommie Harlow and Sid Jones for handling the brunch
with our friends from Denver. Everything was good I understand.

Thanks to Jim Wood for ramrodding the car show on Tejon and to
you who took time to show your cars. PPCC had a great display and our
\$37.00 donated to Care and Share ranked high.

Thanks to Steve Goodman, our member, who put together the "Fun
Run to Ouray." A total of about 65 enjoyed the cool week-end, but
were warmed by the narration (live) by C.W. McCall of "San Juan Odyssey".
It was terrific !!! Thank you all for your super good work.

Now again I ask for your help. On 11 July from 10-3 at Mission
Trace Shopping Center, Hancock and Academy, we get to display our "Pride
and Joy". So get them out for the display. We will be receiving \$15.00
per car on display. Help the Club and call me to enter. Come on now,
lets not be bashful.

Walter Hundertmark, Ben Benzel, Ray Schick, John Glusick,
Bradley Mauger, Sidney Jones, Dee Glusick, John Koll worked for
three hours, from 11 A.M. to 2 P.M. on the Traffic Committee for OCC
Swap Meet, Saturday, June 6, 1987

July Birthdays.
9 Pat Wood
13 Ben Benzel
13 Richard Green

25 Billie Vinson
27 Brad Mauger

JUNE meeting is the 24th at NCOA Clubhouse.
Meeting will start at 7:30 P.M.

O.C.C.C. Minutes of the April 1, 1987 meeting.

* The following is printed for your information, and is the current policy set by O.C.C.C. on charges for car shows where O.C.C.C. Member Clubs show their cars at shopping centers, etc.;

POLICY ON CHARGES FOR CAR SHOWS

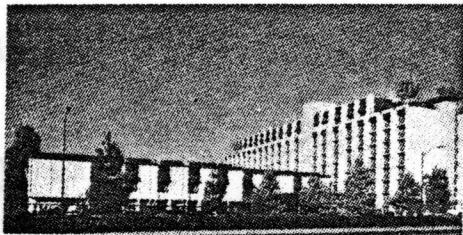
These are guidelines and policies, not bylaw changes, pertaining to the showing of cars by clubs in the Old Car Council of Colorado, Inc. (hereinafter OCC).

1. A minimum charge of \$15 per car should be made by clubs for the first day of the show and \$5 minimum per car for each day following or benefits approximately equal to that amount, regardless of the age of the vehicle.
2. New Clubs will be allowed to show cars for a period of two years from date of acceptance in the OCC without charge in order to gain recognition for their clubs.
3. To help new clubs gain recognition, older established clubs are encouraged to ask a new club to join them for commercial shows. The established club will charge for the show as usual but the new Club may show cars at no charge for recognition purposes only during their two year time limit.
4. Clubs are to charge for any commercial "show type" enterprise. This includes participation at shopping malls or parades or any other enterprise where money will be made primarily from "showing" of the cars. Exception is made for parades where no entry fee is charged.
5. Clubs will be limited to seven cars to be entered in any commercial car show when paying to enter as a club or where admission is to be charged for the show.
6. Participation at events as rallies, gymkanas, autocross, ice racing road or track events are allowed where gate admission is charged as long as the showing of the cars is only incidental to the event or not pre-advertised.
7. Cars can be shown for benefits, fund raisers and non profit organizations at no charge.
8. There will be no exceptions to these guidelines and policies except for functions that are sanctioned by the OCC.
9. Any club intentionally or continually violating these guidelines and policies will be asked to resign from the OCC at the discretion of a majority of OCC officers.

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Friday, August 21 — Sunday, August 23, 1987



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- Model Car Concours
- Awards Banquet
- Swap Meet & Vendors
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PIKES PEAK RV AIR CLUB
MEMBERSHIP ROSTER

March 1987

NAME	ADDRESS	PHONE	RENEWAL DATE
Barb, Marga	2718 Palmer #306 80909	475-1829	6/87
Barnett, Jessie & Brigitte	16 W. Cheyenne Blvd 80906	632-3576	2/87
Benzel, Ben & Bertie Jo	3930 Encino Dr 80918	598 6886	6/88
Block, Jim & Lillian	4770 Newton Dr 80916	392-8213	3/88
Carraway, Dale & Judy	1097 Nez Perce Dr 80915	637-9004	3/87
Donegon, Roy & Delores	1328 Bennett, 80909	473 4860	6/87
Doswell, John & Doreen	7 Sequoyah Rd 80906	473-4571	2/87
Glusick, John & Dee	P.O. Box 126 Penrose, 81240	544 1077	10/86
Goodman, Steve & Ruth	4020 W. Exposition, Denver 80219	934-5027	1/88
Green, Richard	1222 E Willamette Ave. 80909	634-2198	7/87
Halverson, Evelyn	546 Quebec St. 80906— 1307 Maxwell St. 80911	390-5231	1/87
Harlow, Chuck & Tommy	2519 Farragut Cir 80907	633-0619	6/87
Hilbert, Albert & Helen	325 S. Union #203 80910	475-8578	5/87
Hundertmark, Walter	2322 1/2 N. Cooper 80907	632-2865	3/87
Jackson, Richard	2025 Peakview Dr Pueblo 81106	545-5697	6/87
Jean, Dan & Evelyn	365 Waco Ct 80919	598-7289	11/86
Jones, Sidney & Linda	810 Crystal Park Rd, Box 55 Manitou Spgs 80829	685-9204	5/87
King, Mark & Violet	6930 Medicine Bow Ave 80911	392-2357	6/86
Koell, John & Bobbie	7613 Thunderbird Lane 80919	593-1928	2/87
Luque, Art & Karen	2625 N. Nevada 80907	634-6434	3/87

McCrea, William & Salle Jo	8390 Lakeview Dr. 80908	495-4431	1/87
McKenna, Terry	4934 Galena Dr. 80918	598-0743	5/87
Malew, Ed & Dorothy	6732 K.Night Dr 80918	598-2897	10/87
Mauger, Bradley & Mary Palmer, Richard	3025 Shrider Road 1881 Chapel Hills Dr. 80918	548-8464	10/86
Peterson, David	P.O. Box 389, Penrose	372 3432	
Pluister, Tom	5217 N. Union 80909		
Raines, Jeff	1901 Powder River 80919	593 1673	11/87
Rathbone Tom & Delta	2144 Shawnee Dr. 80915	596-7957	8/87
Rueda, Roberto	2695 Cottontail Lane, Los Osos, CA 93402	(805)528-2750	6/87
Schick, Ray & Novice	90 Briarcrest Pl 80906	632-7525	8/87
Schwandt, Harold & Doris	1237 Burnham, 80906	392-8224	2/87
Seelye, Charles & Joanne	1915 N. Nevada 80907	473-2329	9/86
Shuck, Dick & Marcia	146 Palisade Cir P.O. box 952 Manitou Spgs 80829	688-575848	8/87
Simmons, J.D. & Doris	1940 Summernight Terrace 80909	574-5271	2/87
Vento, Joe	3352 W. Bijou St. 80904	473-0849	6/87
Winston, Dan & Billy Welles, Lindon & Mareene	305 Pine Oaks Rd 80906	576 0506	9/86
Wieder, George	2038 Eagleview 80909 421 Cheyenne, Fort Morgan	635-4838 80701 867 6589	1/88
Wood, Jim & Pat	2501 Fuller Rd 80918	593-1314	5/87
Woodman, Bill	1550 Waurika Cir 80915	591-2407	1/87
	129 W. Orman, Pueblo 81004	544-7646	9/87

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WE MEET

THE CHALLENGE



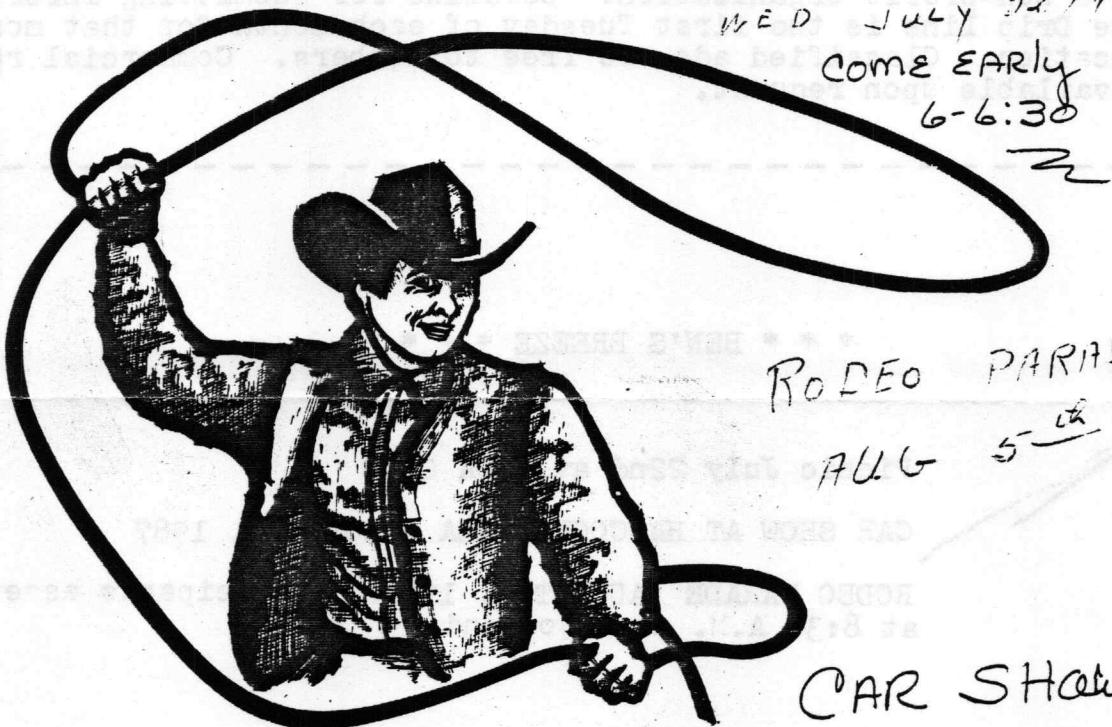
Man vs. machine

THE

DRIP LINE

VOL. IX NO. 6

July 1987



Picnic
WED JULY 22 1987
COME EARLY
6-6:30

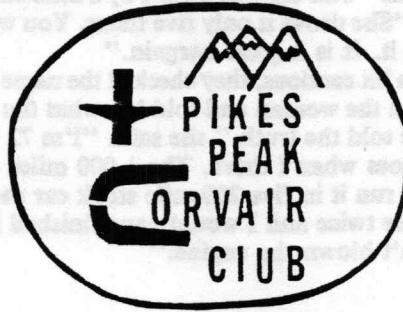
RODEO PARADE
AUG 5th

CAR SHOW
Aug 1st

A Publication of;

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OFFICERS

Ben Benzel - President	598-6886
Sidney Jones - Vice President	685-9204
Tommy Harlow - Secretary	633-0619
John Koll - Treasurer	593-1928
Art Luque - Member at Large	634-6434
Ray Shick - Member at Large	392-8224
Walter Hundertmark - OCC Rep.	632-2865
Jim & Lillian Block - Drip Line	392-8213
Ed and Dorothy Malew - Drip Line	598-2897
Jim Wood - Membership	591-2407

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* * * BEN'S BREEZE * * *

Picnic July 22nd at NCOA CLUB

CAR SHOW AT HANCOCK PLAZA AUGUST 1, 1987

RODEO PARADE AUGUST 5, 1987. Participants assemble at 8:30 A.M. at Tejon and St Vrain.

A man and his wife were shopping for a used car. They were highly impressed by a shiny sports model that the salesman seemed overly anxious to sell. "This car was owned by a little old lady wearing tennis shoes," he said. "She drove it only five times. You will note that it has just 1,000 miles on it. It is a great bargain."

Being a bit cautious, they checked the name on the registration certificate and called the woman and told her what the salesman had said. "That's right. He told the truth," she said. "I'm 72 years old and I always wear tennis shoes when I drive. The 1,000 miles on the odometer is correct. I've only run it in five 200-mile stock car races. I came in second twice, third place twice and I would have finished in first place in the last race if I hadn't blown the engine."

Sunshine Magazine

CHANGES IN MEMBERSHIP LIST

John and Dee Glusick 544-1077
Dorothy and Ed Malew 6732 Knight
Bradley and Mary Mauger 3025 Shrider Road, 80920
Richard Palmer, P.O. Box 389, Penrose, 82140 372-3432
Tom Pluister, 1901 Powder River, 8091 593-1673
Welee, Linda and Mareene, 421 Cheyenne, Fort Morgan, 80701 867-6589
J.D. & Doris Simmons, 3352 W. Bijou St, 80904
Evelyn Halverson, 546 Quebec St, 80911

The June 24th meeting was called to order by President Ben Benzel.

We had two guests, Judy Carrway's friend Tessa and Ben Cushing. He wants a 65-69 Corvair

John Koll reported the Treasury had \$691.00

There were 72 people at the Banquet in Ouray.

Ray Schick has a new blue Spyder. He went to New Mexico for it.

Ruth Goodman, Denver, had an article in Corsa.

Drawing for the Corvair Engine is the 5th of August.

Ben got 3rd place in Contemporary Class. There is 2 major changes:

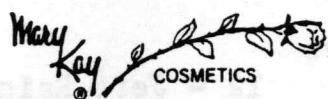
Alternator - Major Change
Chrome in Engine

The Car Show was changed to Hancock Plaza, at Hancock and Academy on August 1st, 10 to 3.

Next meeting will be at NCOA Club house and will be a picnic. Members said what they would bring. We could use macaroni salad, potatoe salad, fruit salad, baked beans and dip, cole slaw.

Walter gave a talk on Oxygenated Fuels.

Ruth Goodman presented our club with a photograph album. Thanks, Ruth.



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Marcia D. Shuck
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August Birthdays

6 - Evelyn Halverson
8 - Judy Carraway
12 - Joanne Seelye

12 - Jeff Rains
31 - Marcia Shuck

License Plates - Colorado Requirements

HORSELESS CARRIAGE LICENSE PLATES are issued to vehicles that were manufactured in 1942 or prior. They are issued for a five-year period. The current plates are valid for 1985-89. The use of a vehicle displaying these special license plates is restricted to parades, club functions, and leisurely pursuit. The fee for these plates is \$5.00 for the license fee and \$1.50 per year for the ownership tax.

COLLECTOR'S SERIES LICENSE PLATES are issued to vehicles that are 25 years old or older. These plates are renewed yearly and expire in December of each year. A vehicle displaying these plates is not restricted to special functions. The fee for these plates is \$3.00 for the ownership tax, and the license fee is calculated according to the weight of the vehicle.



Subject: OXYGENATED FUELS (as presented at 3 Dec 86 O.C.C.C. meeting)

- (1) Original ethanol-blended fuels (gasohol) earned a bad reputation for causing drivability problems (vapor lock, deterioration of fuel system components, clogging of fuel filters). Currently, gasohol must be identified at the pump.
- (2) If gasohol is reintroduced, it will have to meet more stringent volatility standards.
- (3) Ether-blended fuel (MTBE) is now being sold and a State task force has recommended that its use be expanded. MTBE is an octane booster commonly used in premium unleaded fuel (along with other additives such as detergents). Driveability problems with MTBE should be minimal.

Subject: LEAD SUBSTITUTES (as presented at 3 Dec 86 O.C.C.C. meeting)

- (1) Most lead-substitute additives rely on sodium (e.g. Lubrizol) or phosphorus (e.g. Unocal) which can fill the same role previously met with tetraethyl lead.
- (2) Since high rpm and mountain driving are conditions overlooked in EPA's conclusion that current low-lead regular gas will not cause problems, use of additives is recommended.
- (3) Post-1975 cars that have undergone a valve job may have lost the surface hardening of valve seats and subsequently need a lead substitute.

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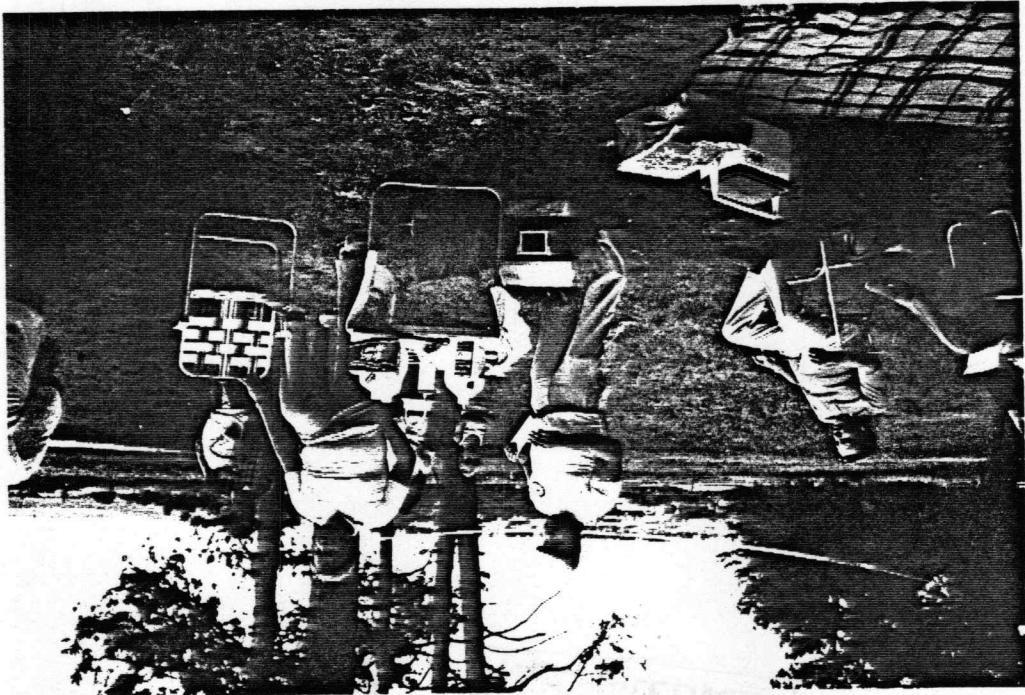
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President - Pikes Peak Area Crime Stoppers, Inc.





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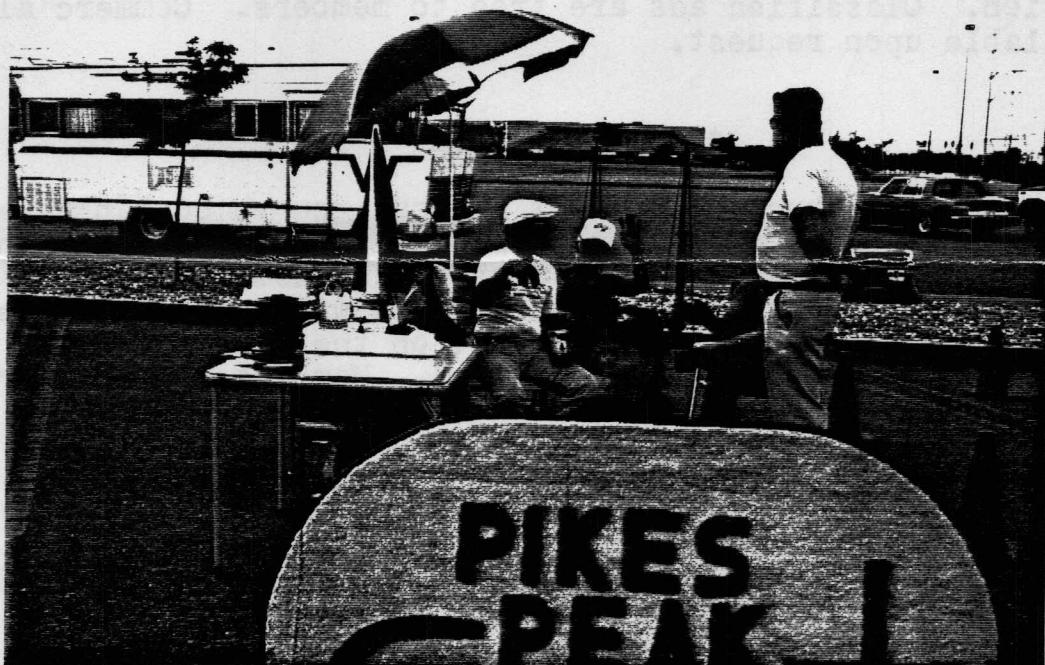
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THE DRIP LINE

VOL. IX NO. 7

August 1967



CAR SHOW - HANCOCK PLAZA

A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA



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Jim Wood - Membership	591 2407

All correspondence to the Club/ 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.

BEN'S BREEZE

It has been a busy month, but without you we couldn't have made it. First the Car Show on August 1st was very well done. The show of cars was great, but people to appreciate them were scarce at Hancock Plaza. We received the entire check which will be appreciated by the Treasurer. We also give a big pat on the back to Walter H. for all his work and coordination required. Members showing were:

Ray Schick (2 64's)	Cut-a-Way (65&66)
John Koll (1-65 & 1 -64)	Brad Mauger (64)
Jim Block (1-65)	Jeff Rains (Modified)
Steve Goodman (Corvair Kit)	Chuck Seelye (64)
Jim Wood (the whole)	Walter Hundertmark (Rampside)
Sid Jones (65)	Ben Benzel (62)

Lending their support without a car was Dale Carrway and Dick Shuck. We appreciate that ! ! Also to Sid for generator and to Ray Schick for his motor home. Jim Block and John Koll for trailer and puller. Great job by all.

Next Rodeo parade on August 5th. Another great show. Running in the Rodeo Parade were: Tom Pluister, Jim Block, Bill McCrea, John Koll (2 cars), Don Vinsen, Brad Mauger, Andy Dodd, John Doswell, Ray Schick, Ben Benzel

Also thanks to Dick Sauck for driving one of John Koll's convertibles. Thank you all for getting your cars all cleaned up. I appreciate it as well as the Adcoo Committee. This has been our 7th year in the Parade as far as we can tell, so we are supporting the community in a fine fashion, despite the lack of fanfare.

The CCC Car Show October 16-18 will soon be here. We have some fine cars in our club that deserve showing. Lets see if we can't get at least 3 people to volunteer. We need to decide at our next gathering. Please let me know if you want to show at earliest please. 598-6886.

Since it has been a hot busy couple of months, lets cool it ~~at~~ Sunday Brunch at the NCC Club on August 30, 1987 at 10:10 A.M. Reservations are required by Tuesday the 25th, and ARE A MUST!! Price of \$8.00 for adults, \$3.95 6-11, and \$1.50 5 and under, includes the 15% gratuity. Lets have a nice turnout. This will be our August meeting. Call me at 598-6886 ASAP or Tommy Harlow 633-0619 to reserve your spot.

See you the 30th, I hope.

Ben.



CAR SHOW
HANCOCK PLAZA
8/1/87

Members owing their dues for 1987 are
Marga Barb, Richard Green, Chuck and Tommy Harlow,
Richard Jackson, Sidney and Linda Jones, Jerry McVenna,
Tom and Delte Mathbome, Harold Doris Schwandt, Charles &
Jeanne Seelye, J.D. Sue Simons, Joe Vento, George Weidner.

JULY 1987 MEETING MINUTES

Wednesday, July 22, 1987, a picnic was held at our
house.

Following the picnic there was discussion about the car
to be at the Hancock Plaza on August 1. It will be from
and we will be paid \$15. a car.

Those participating will be Bill McCrea, Ray Schick,
Sid, Steve Goodman, John Koll (2 cars), Brad Mauger, Sid
Ben Benzel, and Walt Hundertmark.

Ed Jones will loan us a generator to display the cut-
away. Ray Schick offered the use of his Winnebago as a "cool
during the show.

Please report to the Koll's home at 7:00 P.M. Friday,
, to clean up the cut-away. On Saturday, August 1, the
will arrive at 9:00 A.M. to set up the show.

There will be a breakfast(for drivers only) at 7:00 A.M.,
4, at the Cave of the Winds for drivers in the rodeo
. Please give your name to Ben if you plan to attend.

Those offering cars for the rodeo parade are Bill McCrea,
Lester, Ben Benzel, Don Vincent, Andy Dodd(ex-member),
Howsell, Brad Mauger, and John Koll(2 cars).

If we enter the O.C.C. Car Show in the Merchandise Mart
over October 16-18, we will need volunteers to work three
shifts. These volunteers will also be judges, along with
paid, outside judges. Primary judging will be done
so trophies can be awarded Saturday morning.

Because O.C.C. is hosting this event each club entered must
pay a fee of \$25.--more, if we use electricity.

Steve Goodman offered a couple a place for Friday and Sat-
nights.

Denver would like to share the space next to us.

John Koll moved we skip this year; Brad Mauger seconded.
discussion, John and Brad withdrew their motion and second
vot of voting in August.

Sid Jones commended all the good cooks. Ben thanked Ray
for his telephone time.

Meeting was adjourned.

Respectfully submitted,

Tomasina Harlow
Tomasina Harlow

The August meeting will be August 30, at the N.C.C. Club with a brunch held at 10:15.

Costs are adults, \$8.00; Children 6-11, \$3.95; and Children 5 and under, \$1.50.

Reservations are a must by August 25. Please call Ben, 503-6336, or Tommy, 633-0619.

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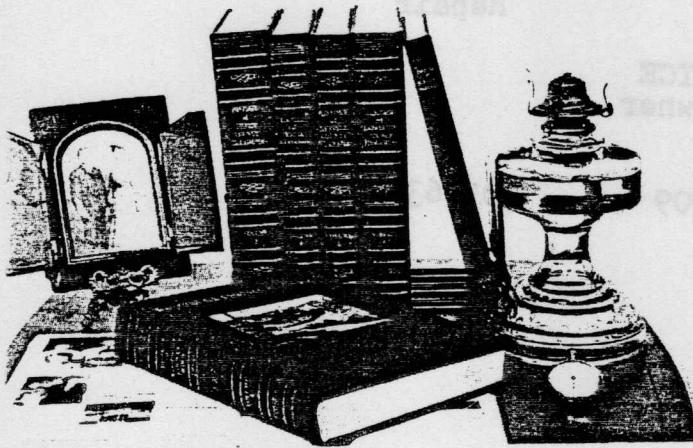
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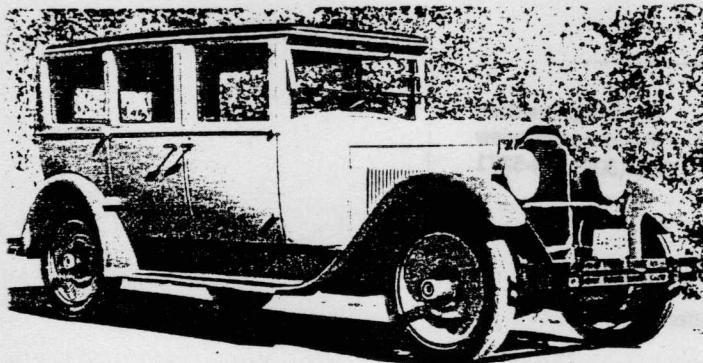
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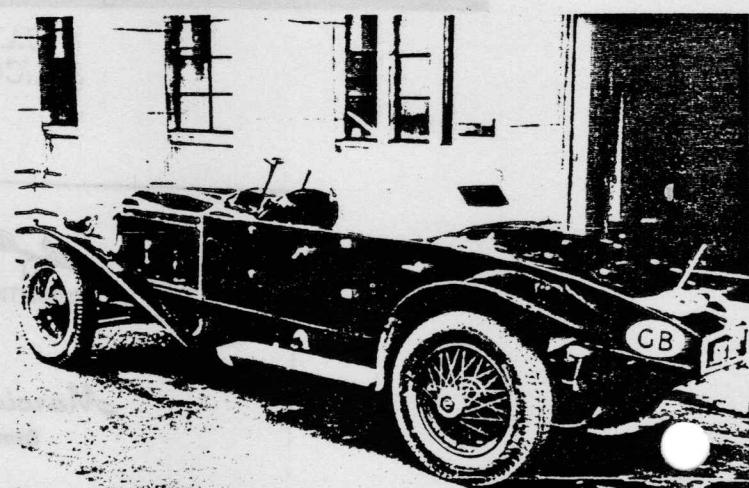
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OR

Jean Ridge Stokes, Forney Transportation Museum,
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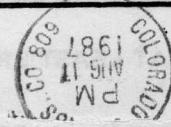
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Pikes Peak Corvair Club
THE DRIP LINE



With Morocco

THE
CHALLENGE



CAR SHOW
HANCOCK PLAZA
3/1/87

ASPEN TRIP TO CRIPPLE CREEK SEPT 19

THE DRIP LINE

VOL. IX NO. 8

September 1987



CAR SHOW

A Publication of;

A CHAPTER of the

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Sidney Jones - Vice President	685 9204
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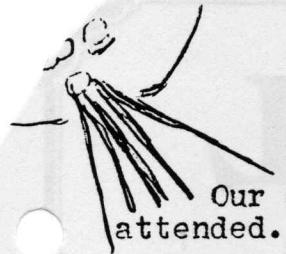
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BEN'S BREEZE

Our Sunday Brunch on August 30th was enjoyed by all who attended. We had 30 people present which included 2 special guests.

Members voted to celebrate the 10th anniversary of our Club with a trip to Cripple Creek on September 1987. This will be our monthly meeting so plan to attend. Be at the Carriage Care on 8th St by 9:00 A.M. September 19th. We will have lunch and cake at Cripple Creek. It should be fun and very pretty with the Aspen Trees turning. SEPT 19th, BE THERE! Jim Wood and Dick Shuck are making all plans.

Members also voted to enter the OCC Car Show in Denver. Showing cars are

Ray Shick	(64 Spyder)
Dick Shuck	(64 Spyder)
Ben Benzel	(62 Monza)
Walt Hundertmark	if he gets his paint job on his pick-me-up.

We had 10 people volunteer to work at the Show. I like and appreciate your support.

Our Christmas party date is Sunday December 20th at Patty Jewett Golf Course Clubhouse. Mark that date now.

Pat Wood and Dick Shuck will put together a fun time with more details later.

Anyone desiring "Bills of Sale" please contact me. Have a good supply.

Let's welcome our newest member, Herbert Miller, 3015 Woodland Hills Drive Phone 548-1471. Thanks Herb, see you around.

Dale Carraway is working on a tour to Cheyenne Mountain Complex. Date appears to be July 11, 1988 at 2:00 P.M. Sounds great. More later.

Cheers,
Ben

P.S. Time to think about new PPCC Officers for 1988.
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Saturday, October 17 - Noon- 11 p.m.
Sunday, October 18 - 11 A.M.- 7 p.m.

MOVE-IN

Thursday, October 15 - Noon- 10 p.m.

ADDITIONAL SHOW INFO:

BARRY L. ABELS - 935-6662

CORVAIR CHRONOLOGY Valley Corsa, San Jose 6/85

May 1952 Edward N. Cole moves from Cadillac to Chevrolet's top engineering spot, brings key men with him. Their assignment "Enliven Chevrolet's staid product line" Cole has already put considerable thought and work into rear-engined experimentals.

1955 Chevy R & D chief Maurice Otley reports to Cole on various engine placements and drive configurations in terms of economics and manufacturing feasibility. Preliminary research begins on 2-piece aluminum flat 6, but idea is soon shelved due to lack of technology.

July 1956 Cole becomes Chevrolet's general manager, moved ahead with Corvair (called Holden LaSalleII) prototypes.

August 1957 Ned Nickles begins styling studies for Corvair under watchful eyes of Cole and Hartley Earl.

Sept 1957 GM President Harlow Curtice sees styling clays, hears Cole's presentation, gives his blessing. Soon afterward, GM's engineering policy committee and board of directors also approve Corvair. For the first time, it's officially on its way to production.

Winter 1957 thru summer 1958 Corvair evolved mechanically, its engine and DRIVETRAIN TESTED IN COBBLED Porsches, a Vauxhall, and one full mechanical prototype. Cole pleased.

Spring 1958 Second & third "Holden" mechanical prototypes built and tested. Detail engineering & planning for new Willow Run Corvair plant at full tilt,

July 1958 Conversion of GM plant at Willow Run started. Corvair's official home.

Sept 1958 Motor Life predicts the Corvair in amazingly accurate detail, based on tooling orders.

May 22, 1959 GM announces it will introduce a compact for 1960, name Corvair becomes official. (Chrysler had made a similar announcement on the Valiant on March 10 and so had Ford on the Falcon, Feb 19).

Oct 2. 1959 First Corvair bows, Falcon debuts six days later & Valiant arrives Oct 29. Falcon outsells Corvair immediately.

April 1960 Motor Trend names Corvair Car of the Year.

May 1960 First Corvair coupe arrives, as does Monza 900 series, with 95 bhp engine and 4-speed gearbox options. A Paxton-supercharged Corvair sedan hits 0.60 in 15.8 sec as compared with 21.2 sec stock, top speed increases from 88 to 95 mph. Corvair is turning into a performance machine.

Sept 1960 Lakewood wagon introduced for 1961; also Greenbrier, Corvan, Ramside, and Loadside vans and pickups. Bore increased from 3 3/8 to 3 7/16" to up displacement from 140 to 145 cid.

March 1961 First Monza sedan debuts, Ed Cole leaves Chevrolet to become GM car and truck VP. His place is taken by Semon E. Knudsen.

September 1961 Chevy II introduced, competes directly with Falcon and Valiant but also with Corvair, particularly wagons.

April 1962 Corvair wagon dropped; 32,120 produced. Monza convertible introduced. Spyder package released; has 150 BTI turbo charged engine. Two passenger Sebring Spyder makes New York show.

May 1962 Design begins on 1965 Corvair under Ron Hill; it's based on Monza GT showcar.

June 1962 Monza GT coupe bows at Elkhart Lake

March 63 Corvair Bertone Testudo at Geneva salon.

April 1963 Monza SS showcar at New York auto show.

October 1963 Spyder becomes a standard 1964 model instead of an option package. Stroke increased from 2.60 to 2.94" to up displacement to 16^{1/2} Cid. Swing axle suspension bolstered by addition of factory leaf spring. 1964 suspension improvements include standard front stabilizer bar plus recalibrated springs (coil) and shocks.

April 15, 1964 Ford releases Mustang, which was conceived as response to Corvair, and Mustang becomes a prime contributor to Corvair's demise.

Sept. 1964 1965 Corvairs bow with new styling & fully independent rear suspension. Car remains basically the same as this through the end of Production.

Dec 1964 Greenbrier dropped; only 1,528 built this model year.

April 1965 Management instructs Chevrolet engineers not to further develop future Corvairs - to freeze design & merely meet safety & smog standards.

Nov 1965 Ralph Nader publishes "The Corvair Story," an article in The Nat'l which formed the basis for the first chapter (only) of the book "Unsafe at any Speed", also published the same month.

1965 This becomes peak year for the restyled Corvair, but it can't stem the Mustang's tide. With greater performance demands, turbocharged engine delivers 180 bhp Nader's book, plus the Mustang spell a downhill run for the Corvair.

October 1966-67 Corvairs introduced. Corsa models & 140 bhp engine dropped but later re-instated due to popular demand.

March 67 Astro I showcar at New York show.

October 67 Four-doors dropped with 1968 introduction

May 14, 1969 The last Corvair, a golden coupe, rolls off assembly line. By this time Corvair quality has reached a very low ebb. The factory offers \$150 certificate with each 1969 Corvair, good on the purchase of a new Chevrolet anytime before 1974. Total production 1,710,018.

Special Interest Autos, May-June 1974

ON THIS DATE

Friday, Sept. 4, 1987

Today's highlight in history: Thirty years ago, on Sept. 4, 1957, the Ford Motor Company began selling its ill-fated Edsel, a medium-priced luxury car that proved so unpopular it was taken off the market in 1959. To this day, the word "Edsel" has come to be associated with costly failure.

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Some Edsel buyers remained proud of their cars into the 1980s, such as this couple from Texas.

Ford's Edsel was wrong car at wrong time

Name, economy, price worked against auto

Scripps-Howard News Service

Thirty years ago today — Sept. 4, 1957 — the proud Ford Motor Co. was boasting that "a remarkable new automobile joins the Ford family of cars."

Little did Ford realize that day just how much impact its innovative new car — the Edsel — would have on popular culture. It didn't, however, take long to find out.

"Six weeks after the introduction there was no doubt the car wasn't going to make it," said Galye Warnock, former promotions director for the Edsel Division of Ford.

Despite dismal early sales, Ford pushed ahead. Then, just over two years after the public introduction, the final Edsel rolled off the line in Louisville, Ky., ending one of the greatest new product disasters of all time.

What went wrong?

"It was a prime example of bad marketing," said Warnock, reached at his Scottsdale, Ariz., home. "It's a story with no heroes."

Warnock retired from Ford in 1976 and wrote a book about the rise and fall of the car — "The Edsel Affair." He is now a

private consultant to the automotive industry.

"Everything looked very good going in," he remembers. "We thought we knew right where we were placed in the market."

Here's a look at some of the problems encountered by the Edsel:

THE NAME: "It's a bad sounding name — Edsel," said Al Reis, a New York marketing executive who studies market blunders.

It was meant by top management to be in honor of founder Henry Ford's son, Edsel, but was picked over the objections of most of the Ford family. Edsel Ford's widow reportedly slammed the door in the face of the unfortunate Ford executive who had to go tell her of the decision.

THE ECONOMY: The country was sliding into a recession in 1957. Auto sales were at their lowest in six years.

Research said the medium-sized car market was blooming, but that research was done in 1954. By 1957 buyers were tightening their belts. Small car sales jumped from 171,310 in 1956 to 712,000 in 1958, a third of them Ramblers.

The national goal of 400 sales a day was achieved for only the first few months. By the time the recession ended in April 1958, the Edsel Division was running on three flat tires.

In the summer of 1958, dealers were averaging just three sales per month.

THE PRICE: The goal was to be no more than \$200 over others in the medium-sized, medium-priced market. But first year prices ranged from \$2,519 to \$4,121, a good \$600 over competitors.

A plan to introduce the line in early September 1957, a month or so ahead of the other new 1958 models, was an immeasurable fiasco, Warnock said. Prices on the 1958 Edsels were hard to swallow with established 1957 models selling across the street at year-end prices of 35 percent less.

Today, most remaining Edsels sell for \$7,000 to \$20,000.

QUALITY: Many new features on the car proved troublesome — an automatic transmission activated by a push button on the steering column; self-adjusting brakes; air conditioning and heating controlled by a single button; flashing lights for low oil and to warn when the speed limit was being exceeded; tri-tone paint, inside trunk release and many others.

STYLING: There was just too much of it, Warnock said. The most pronounced feature was the unusual distorted-oval grille. Most people likened it to a horse collar. It made the whole package look like an "Olds sucking a lemon," or a "Mercury pushing a toilet seat," said two critics.



MICHAEL J. O'TOOLE
Senior Air Pollution Control Specialist
Mobile Sources Program

COLORADO DEPARTMENT OF HEALTH
AIR POLLUTION CONTROL DIVISION

Office Address:
3700 Cherry Creek Drive North
Denver, CO 80209
Phone: (303) 331-8558

Mailing Address:
4210 East 11th Ave.
Denver, CO 80220

HEALTH

MEMORANDUM



Roy Romer
Governor

Thomas M. Vernon, M.D.
Executive Director

TO: Mobile Sources Section, AIR Program staff, et.al.
FROM: Michael O'Toole
DATE: June 1987
SUBJECT: Abbreviated Overview of H.B. 1289 : AIR Program

For Your General Information

Implementation Date:

For the most part, the majority of the provisions of H.B 1289 are effective July 1987.

Fleet Subject to Inspection:

All non-diesel fueled vehicles registered in the existing eight (8) county Front Range area. There are no longer any weight limits for inclusion in AIR Program.

Exemptions:

- o Electric vehicles as plated
- o "Farm" as plated
- o "Horseless Carriage" as plated - year round use restriction
- o Motorcycles
- o Diesels - subject to separate provisions
- o "Collector Series" as plated - 25 years old and older vehicles

Vehicle Registration Tied to AIR Program

As a prerequisite to vehicle registration, vehicles (owners) will need to comply with AIR Program requirements.

Inspection Instrument:

A special BAR '84 exhaust gas analyzer will be required for all inspections conducted 01 July and thereafter. This instrument will be built essentially to specific AIR Program performance specifications. Approved analyzer Award packets are available upon request.

Inspection Procedures:

The specifics will be determined and published by A.Q.C.C. regulation but in general:

- o Emissions related adjustments/repairs for all vehicles that fail the initial inspection.
- o Increased waiver limits:
 - 1980 and older = \$50 or comply
 - 1981 and newer = \$200 or comply
- o Tampering detection procedures with mandatory repairs (no cost ceiling) for all model year 1975 and newer vehicles.
 - one year grace period (1975-1981)
 - notification
- o No visible smoke
 - one year grace period
 - notification

"In-Field" Waiver Verification

- o Review of emissions related repairs accomplished.
- o Associated emissions reductions.
- o Expenditure, etc.

Diesel-Fueled Vehicles:

- o Fleet vehicles having CWT weight of greater than 7,500 lbs. are to participate in "Self-Certification Inspection Program".
- o Existing opacity enforcement program for all other diesels (LDV).

More specifics to follow - we will keep in touch.

MJ0:k1m
0048k

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Colorado
Colorado Springs
2322½ N. Cooper
Walter Hundertmark

SEND TO:

Colorado Springs, Colorado 80935

Pikes Peak Corvair Club
P.O. Box 15034

THE DIRT LINE



1887-1987
United Way



RODEO

PARADE

THE DRIP LINE

VOL. ix NO. 9

October 1987



A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA

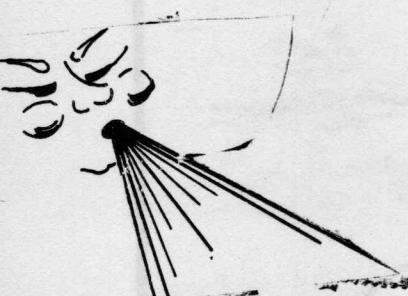


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Dorothy & Ed Malew - Drip Line	598-2897
Jim Wood - Membership	591-2407

All correspondence to the club/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 months publication. Classified ads are free to members. Commercial rates are available upon request.

BEN'S BREEZE



On October 3rd, your Club participated in grand opening of the Space Village Shopette. It was a display of some quality cars that was put together in less than a week. A round of thanks go to Ray Schick, Bill McCrea, Jim Wood, Andy Dodd, Steve Goodman, Ruth Goodman, and Sid Jones. Plus their neat cars they placed \$90.00 into the treasury. I thank you very much for your time donated to the club.

By the time you read this, the O.C.C. Car Show, Oct. 16 - 18th, has passed you by. Showing for Pikes Peak Corvair Club will be Walt Hundermark, Ray Schick and yours truly. Hope to see some of you at the show.

I like to have new people come forth to join our club. This time it is some friends that I have known for years, John and Ovis Rosales. They have a Corvair Van 95, that will be receiving some T.L.C. John's dad in Pueblo has had and still has Corveirs in his yard. They both work on the Academy--so lets welcome them. Ovis and John.



ALSO to:
Stan and Ronna Williams
who have just joined the club.
WELCOME

Our 10th birthday celebration of Pikes Peak Corvair Club, with the trip to Cripple Creek was well attended by 30 plus people. The weather cooperated and the scenery was just plain beautiful. Jim and Pat Wood, Dick & Marsha Shuck and Steve Goodman who judged, all did fine work. We thank them.

See you the 25th.

Are you current in your dues?????

OCTOBER MEETING

Another change/ We will meet on Sunday, October 25th at Patty Jewett Golf Club, 900 E. Espanola. Show time is 9:30 A.M. We will have a buffet breakfast. Cost will include gratuity, is Adults \$4.50 - Children 6 - 12 is \$2.75. This will give those who can attend the opportunity to check the "lay of the land" for our Christmas party set for December 20th. So you all try to make this important gathering. For food preparation and set up, please give me or Bettie Jo a call at 598 - 6886 for your reservations. This is most important. Please call not later than 22nd October 87.

I will be asking for at least three volunteers to serve on the nominating committee for slate of officers for 1988. Please volunteer to support your club.

Bobbie Koll had eye surgery. We wish her a speedy recovery.

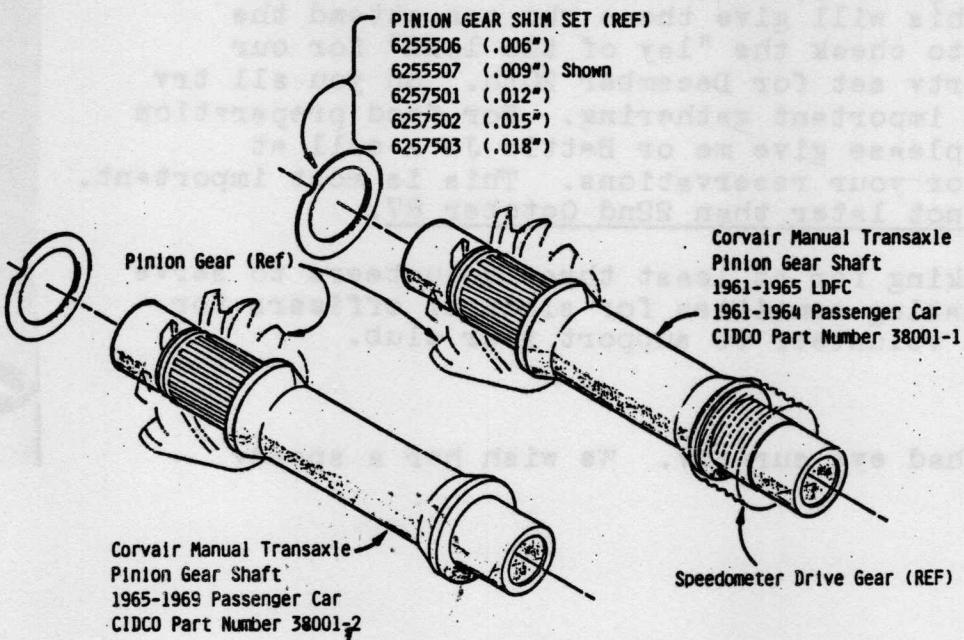


November 22nd - Richard Shuek

ARE THOSE CORVAIRS READY FOR COLORADO'S WINTERS



There is snow on Pikes Peak!!!!



Dear Corsa Member:

Now that the National Convention is successfully behind us and our enthusiasm for acquiring, fixing and/or restoring Corvairs is back down to earth once again, let us bring you up to date on our pinion gear shaft (manual differentials) activity. Chicago gave us some excellent visibility within Corvair owner circles and resulting sales were encouraging. Shafts were purchased by serious racers and Ultra-van owners as well as those who need longevity and dependability in their daily transportation vehicles. With shaft sales increasing, Cidco is looking forward to making a larger production run to meet the additional demand. Existing shaft inventory can now be tailored to meet "chapter" requirements and the following discount schedule is offered for your consideration.

Quantity	Group Discount	Price
1	0	\$165.00
2-9	\$7.75	\$157.25
10-19	\$17.50	\$147.50
20-39	\$30.00	\$135.00

California residents please add 6% sales tax to total order, Cidco pays all shipping and insurance.

Again, this quantity discount is for ANY combination order of shafts, for early or late model differentials (1961 thru 1969).

We strongly suggest that Chapter presidents set up a parts chairperson and charge that person with responsibility of researching, locating and acquiring those hard to get parts for it's local members. By pooling owners at monthly meeting and developing a matrix "parts shopping list", group purchasing power can be exerted upon suppliers such as us. There is still a great deal of N.O.S. hardware floating around out there as evidenced a Chicago Convention Vendor area and swap meet. By pooling parts needs, Chapter members can effectively lower cost of maintaining their cars. Stockpiling, within reason, hard to find items such as differential spider gears, pinion gear shafts, ring-pinion gears sets, transmission output shafts, high performance clutch covers, original clutch disc's, LDFC rear axle bearings, etc., can be financially wise and help avoid last minute scrambling for a critical part.

Presidents; please reproduce and distribute this letter to your Chapter membership and lets keep quality parts available and reasonable in price for Corvair owners.

Thanks

The San Francisco Bay Area & Valley CORSA Clubs



TO: GOLDEN GATE MINI CONVENTION COMMITTEE
SAN FRANCISCO BAY AREA CHAPTER
VALLEY CORSA CHAPTER
CORSA CORVAIR CHAPTERS

SUBJECT: CONGRATULATIONS AND THANK YOU.

On behalf of myself and Co-Chairmen of the Golden Gate Mini Convention, we wish to Congratulate and Thank You for all you have done to make our Convention a huge success. Without the "team effort" we would not have been able to put on a successful event.

Our Logo stands out first and beautifully done by our own Kathy Peterson, daughter of Freda and "Pete" Peterson. When done in color, as seen on the patches and hats and in bronze as seen on the dash plaques and trophies--it is superb. A special Thank you to Kathy.

Our Kick-Off Party was terrific and special Thanks to Mel Ravin for making this all possible with Duke and the Polynesian Group. This will be a night we will long remember.

The one portion of our Convention--that stands for "beauty" where the Corvair is concerned--is the Concours. Pat Atkins done a super job on this. We wish to thank all the Corvair people who graciously offered their services---in placing the cars up in the Fiesta Ballroom, the Classification, the Judging and the Tallying of scores. But of course, a Thank you to the Corvair people who gave us their beautiful Corvairs in order to conduct this event. Congratulations to them also, on their awards and never so many cars advancing into Senior Division as seen here.

Though every portion of our Convention was well done and each Chairperson followed through with grace and ease, their "workers" made it equally so. Thank you all.

We can not forget the Chapters out there who so graciously published our flyers in their newsletters. From way up in Chicagoland--especially at the National Convention, to Atascadero and Central Coast Corsa, to way up to Sacramento California. Chapters in all of CORSA were behind us and we sincerely Thank you all.

The "team efforts" of our own two Chapters have been super and a sincere Thank you to all the members who turned out on the actual three days to "work". That they did do, in ship-shape order. If registration was any example of it--the credit goes to Bob Pryor--a truly Yankee Doodle Boy. He did it--he got it done--he is a fantastic person. Thank you is a very small word when we try to express our feelings to you Bob. You are just great--what more can we say.

Sincerely yours,

Lu Goni
Ralph Morales



Corvair Society of America

Founded in 1969 by and for those who still appreciate the Corvair Automobile

From the desk of
David Palmer CORSA Western Region Director
1364 Cottonwood Lane, Fillmore, Calif 93015
(805) 524-5096

DIRECTORS REPORT

I must apologise as this letter is much later in coming than I had intended, but now things are a little more back to normal at work and home.

Your CORSA Board of Directors had an excellent annual meeting in Chicago. I would like to briefly review our accomplishments here.

As of January 1, 1988 we will no longer be managed by AMC. Our new CORSA management will be McGowan/Jensen of Chicago. These two gentlemen are experienced and extremely professional with their responsibilities. They have displayed this professionalism with the improvements they have enacted in the Communique. As you will recall they didn't flood our magazine with Chicago International Convention previews even though they are both members and past officers of Chicago Corvair Enthusiasts.

This demonstrates that their intention is not to make CORSA or the Communique simply an extension of CCE. I believe we all will be pleased with the service McGowan/Jensen will provide as they are also Corvair enthusiasts and not the expensive and extremely professional disinterested party we have had to deal with in the past.

Until January 1st your CORSA Board would like all member and chapter correspondence to be sent to your Director. AMC is too expensive and your Directors

can respond to any requests and communication more efficiently. We look forward to a smooth transition of management as promised by AMC.

The CORSA SUPER RAFFLE was a success and I will be conducting this event once again next year. Look for Communique announcements on how you could win four nights for two at the CORSA National Convention host hotel next year. The only requirements is that you must be a CORSA member to enter. Tom O'Leary of Bakersfield California was this years winner.

We're working on a new CORSA TRAVEL ROSTER. Right now we are looking for a competitive priced printer to produce the roster. Once a printer is located and contracted for the job we will have this new roster available to you. No specific dates for printing have been set as of this time.

Ward Bourgondien has been instructed to locate and make available some new CORSA merchandise. The cut away Corvair drawings and some other items we have are on sale at a special price but remaining supplies are dwindling.

The 1987 CORSA INTERNATIONAL CONVENTION is now history. We can mark this one up as another super success. I had a great time meeting those members from Canada, Paris-France, and Stockholm-Sweden.

CCE did a great job and we appreciate them bailing us out when the Salt Lake convention plans were withdrawn at the last minute. CCE put it all together in only one year.

Next year we will be going to Ashville, North Carolina for the 1988 CORSA Convention. 1989 is Kansas City, Missouri and finally 1990 will be out here. Inland Empire Corvair Club will host the CORSA Convention in Aneheim, California just across the street from Disneyland.

On the financial side I am happy to report that there will be no dues increase next year. Our status is sound and we have worked out a strong budget that will show a surplus without the aid of outside projects like the Corvair Decade or Tech Guide to bail us out. CORSA has recovered and with your support and smart planning by your Directors we will be able to build. I am proud of the group of people representing CORSA membership. This is an excellent team with a united goal to keep your CORSA a fun and enjoyable society to belong to.

If you have taken the time to read this far into my boring report then it is obvious that you also have concern for the future of CORSA. Now perhaps is the time to consider running for Western Region Director. There will be one opening in our region next year with Lucille Goni completing six years of service and contribution to CORSA, as our Western Region Director, CORSA Secretary, Chapter Planning Chairperson and special friend to Sharon and myself. Here is your opportunity to get involved. If you can write a few letters each year, enjoy conversing with members at regional events, and have the desire to see your CORSA grow in the future- you are qualified to run. Think it over - as I will be making a request for nominees next year.

Cecil Miller is the NEW CONCOURS COMMITTEE CHAIRMAN. He is enacting some sweeping changes in Concours Rules. Please take the time to contact Cecil with your ideas and concerns. The goal is to implement these new changes next year at the National Convention. Cecil will outline some of his proposals in a future Communiqué.

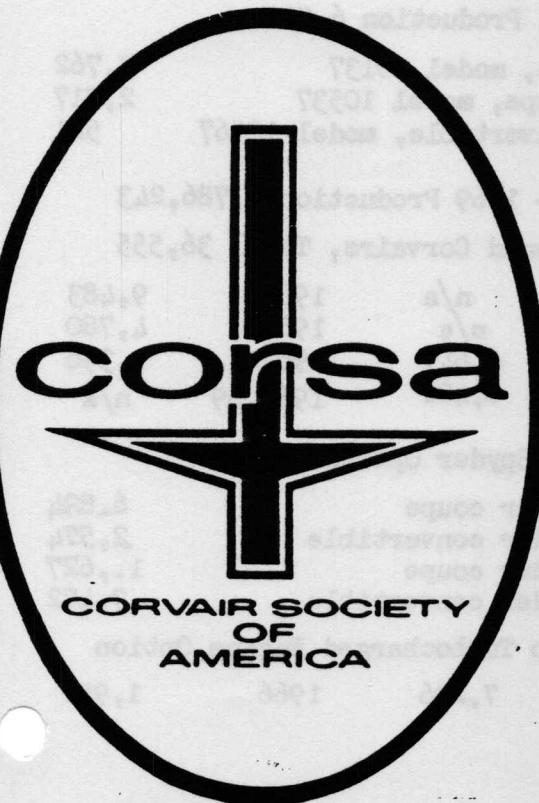
This is all I have for now. Once again please feel free to contact me on any club or Corvair matter you may have.

I enjoy hearing from members and finding answers to your concerns.

Happy 'Vair-in,



Dave Palmer
Western Region Director
CORSA Vice-President



**CORSA West of Los Angeles invites you to join us for the 10th Annual
Great Western Fan Belt Toss & Swap Meet**

November 13, 14 & 15, 1987

At Angel Field:

- People's Choice Car Show • Swap Meet • Overnight Camping for RVs, Campers & Trailers.

At the Rodeway Inn (formerly Quality Inn):

- Discount Room Rates • Pool • Friday Night Hospitality Hour • Door Prizes

At the Saturday Night Banquet:

- M.C. — Herb Berkman • Entertainment — Jack Taylor Orchestra

For further information call Olga Testa, 818/892-1491.

Corvair Production Figures

1960 - Total Production 250,007

Corvair coupe, model 527	14,628
Corvair sedan, model 569	47,683
Corvair 700 coupe, model 727	36,562
Corvair 700 sedan, model 769	139,208
Monza 900 coupe, model 927	11,926

1961 - Total Production 329,632

500 coupe, model 527	16,857
500 sedan, model 569	18,752
Lakewood 500 s.w., model 535	5,591
700 coupe, model 727	24,786
700 sedan, model 769	51,948
Lakewood 700 s.w., model 735	20,451
Monza coupe, model 927	109,945
Monza sedan, model 969	33,745
Greenbrier, model R1206	18,489
95 Corvan, model R1205	15,806
95 Rampside, model R1254	10,787
95 Loadside, model R1244	2,475

1962 - Total Production 328,500

500 coupe, model 527	16,245
700 coupe, model 727	18,474
700 sedan, model 769	35,368
700 s.w., model 735	3,716
Monza coupe, model 927	151,738
Monza sedan, model 969	48,059
Monza s.w., model 935	2,362
Monza convertible, model 967	16,569
Greenbrier, model R1206	18,007
95 Corvan, model R1205	13,491
95 Rampside, model R1254	4,102
95 Loadside, model R1244	369

1963 - Total Production 281,539

500 coupe, model 527	16,680
700 coupe, model 727	12,378
700 sedan, model 769	20,684
Monza coupe, model 927	129,544
Monza sedan, model 969	31,120
Monza convertible, model 967	44,165
Greenbrier, model R1206	13,761
95 Corvan, model R1205	11,161
95 Rampside, model R1254	2,046

1964 - Total Production 207,114

500 coupe, model 527	22,968
700 sedan, model 769	16,295
Monza coupe, model 927	88,440
Monza sedan, model 969	21,926
Monza convertible, model 967	31,045
Spyder coupe, model 627	6,480
Spyder convertible, model 667	4,761

Greenbrier, model R1206	5,260
95 Corvan, model R1205	8,147
95 Rampside, model R1254	851

1965 - Total Production 237,056

500 coupe, model 10137	36,717
500 sedan, model 10139	17,560
Monza coupe, model 10537	88,954
Monza sedan, model 10539	37,157
Monza convertible, model 10567	26,466
Corsa coupe, model 10737	20,291
Corsa convertible, model 10767	8,353
Greenbrier, model R1206	1,528

1966 - Total Production 103,745

500 coupe, model 10137	24,045
500 sedan, model 10139	8,779
Monza coupe, model 10537	37,605
Monza sedan, model 10539	12,497
Monza convertible, model 10567	10,345
Corsa coupe, model 10737	7,330
Corsa convertible, model 10767	3,142

1967 - Total Production 27,253

500 coupe, model 10137	9,257
500 sedan, model 10139	2,959
Monza coupe, model 10537	9,771
Monza sedan, model 10539	3,157
Monza convertible, model 10567	2,109

1968 - Total Production 15,399

500 coupe, model 10137	7,206
Monza coupe, model 10537	6,807
Monza convertible, model 10567	1,386

1969 - Total Production 6,000

500 coupe, model 10137	2,762
Monza coupe, model 10537	2,717
Monza convertible, model 10567	521

Total 1960 - 1969 Production 1,786,243

Air conditioned Corvairs, Total 36,555

1961	n/a	1965	9,483
1962	n/a	1966	4,780
1963	6,641	1967	1,396
1964	6,401	1968,69	n/a

1962 - 1963 Spyder Option

1962 Spyder coupe	6,894
1962 Spyder convertible	2,574
1963 Spyder coupe	11,627
1963 Spyder convertible	7,472

Corsa 180 hp Turbocharged Engine Option

1965	7,206	1966	1,951
------	-------	------	-------

ENGINE SERIES NUMBER AND SUFFIX CHART

1960-62

CORVAIR

"145"-6 CYLINDER

Description	Type Designation	Description	Type Designation
Manual Trans.	YC	Automatic Trans.	ZB
Manual Trans. and High Performance	YN	Automatic Trans. and C.A.C.	ZD
Manual Trans.	YH	Automatic Trans. and High Performance	ZF
Manual Trans. and C.A.C.	YL	Automatic Trans., C.A.C. and High Performance	ZG
Manual Trans., C.A.C. and High Performance	YM	Automatic Trans.	ZH
Manual Trans. and High Performance	Y	Automatic Trans. and C.A.C.	ZJ
Turbo-Charged with 4-SPD.	YR	Automatic Trans. and High Performance	ZK
		Automatic Trans.	ZL

NOTE: Engines are stamped with a source, production date and type on serial pad.

NOTE: Corvair engine number stamped on top of engine block, forward of generator-oil filter adapter.

1963

CORVAIR

"145"-6 CYLINDER

Manual Trans.	YC	Automatic Trans.	ZH
Manual Trans. and High Performance	YN	Automatic Trans. and C.A.C.	ZD
Manual Trans. and C.A.C.	YL	Automatic Trans. and High Performance	ZF
Manual Trans., C.A.C. and High Performance	YM	Automatic Trans., C.A.C. and High Performance	ZG
Turbo-Charged with 4-SPD.	Y	Manual Trans. F.C.	V
Automatic Trans.	Z	Automatic Trans. F.C.	W

NOTE: Engines are stamped with a source, production date and type on serial pad.

NOTE: Corvair engine number stamped on top of block, forward of generator-oil filter adapter.

1964

CORVAIR

"164"-6 CYLINDER

Manual Trans.	YC	Automatic Trans.	ZH
Manual Trans. and High Performance	YN	Automatic Trans. and C.A.C.	ZD
Manual Trans. and C.A.C.	YL	Automatic Trans. and High Performance	ZF
Manual Trans., C.A.C. and High Performance	YM	Automatic Trans., C.A.C. and High Performance	ZG
Turbo-Charged with 4-SPD.	Y	Manual Trans. F.C.	V
Automatic Trans.	Z	Automatic Trans. F.C.	W

1965

CORVAIR

"164"-6 CYLINDER

Manual Trans.	RA	Powerglide and Spec. High Performance	RN
Manual Trans.	RB	Turbocharger	RL
High Performance	RD	Manual Trans.	RS
Manual Trans. and Air Cond.	RE	Manual trans. and High Performance	RU
High Performance and Air Cond.	RF	Powerglide	RV
Powerglide	RG	Powerglide and High Performance	RX
Powerglide and High Performance	RH	Manual Trans. R-10, F.C.	RS
Powerglide and Air Cond.	RJ	Manual Trans. and High Performance R-10, F.C.	RU
Powerglide, High Performance and Air Cond.	RK	Powerglide R-10, F.C.	RV
Manual Trans. and Spec. High Performance	RM	Powerglide and High Performance R-10, F.C.	RX

ENGINE SERIES NUMBER AND SUFFIX CHART (Cont.)

1966

CORVAIR

"164"-6 CYLINDER

Description	Type Designation	Description	Type Designation
Manual Trans.	RA	Spec. High Performance and A.I.R.	RQ
Manual Trans.	RB	Powerglide	RG
Turbocharger	RL	High Performance and Powerglide	RH
Spec. High Performance	RM	Spec. High Performance and Powerglide	RN
Air Cond.	RE	Powerglide and Air Cond.	RJ
Spec. High Performance and Air Cond.	RZ	High Performance, Powerglide and Air Cond.	RK
Air Cond.	RR	Special High Performance, Powerglide and Air Cond.	RY
High Performance and Air Cond.	RF	Special High Performance, Powerglide and A.I.R.	RX
A.I.R.	RS	Powerglide and A.I.R.	RV
A.I.R.	RT	High Performance and A.I.R.	RW
High Performance and A.I.R.	RU		

1967

CORVAIR

"164"-6 CYLINDER

Manual	RA	High Performance and Powerglide	RH
High Performance	RD	Powerglide and Air Cond.	RJ
Air Cond.	RE	High Performance, Powerglide and Air Cond.	RK
High Performance and Air Cond.	RF	Powerglide and A.I.R.	RV
A.I.R.	RS	Powerglide, A.I.R. and Air Cond.	QO
A.I.R. and Air Cond.	QM	High Performance, Powerglide and A.I.R.	RW
High Performance and A.I.R.	RU	High Performance, Powerglide, A.I.R. and	QP
High Performance, A.I.R. and Air Cond.	QS	Air Cond.	
Powerglide	RG		

1968

CORVAIR

"164"-6 CYLINDER

Manual Trans.	RS	High Performance and Powerglide	RW
High Performance	RU	Special High Performance	RY
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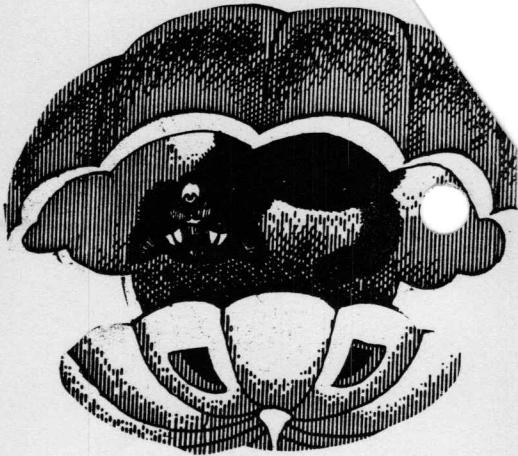
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Pikes Peak Corvette Club
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Happy Halloween



THE

DRIP LINE

VOL. IX

NO. 10

Nov. 87

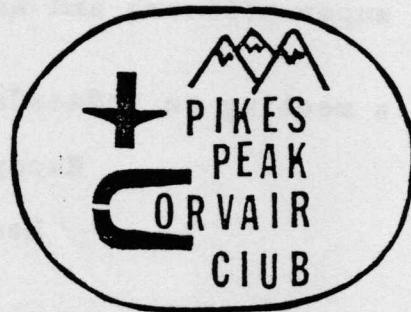
Happy Holidays



A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA



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Jim Wood - Membership	591-2407

All correspondence to the club/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 months
publication. Classified ads are free to members. Commercial rates
are available upon request.

BEN'S BREEZE

Thank you for coming to the Sunday brunch, on Oct. 25th.
We had 41 hungry folks in attendance. It was a fun time.
We would like to welcome as new members Mr. & Mrs. Omar
Halverson. Yes, Evelyn is related, and Kristine Hillman.
Yes, Kristine is related to Steve & Ruth Goodman. Neat!!!
How about that Steve missing the first snow storm while
attending the Great Western Fan Belt Toss and Swap meet in
California//



The nominating committee is working hard to prepare the
slate of officers for 1988. If you have a desire to serve
call Dick Shuck 574-5271 or Sid Jones 685-9204 at the earliest.
Voting will take place on Dec. 20th and new officers assume
command on Jan. 1st, 1988.

You will find attached a nice "Flyer" prepared by Dick Shuck all about
our Christmas party on Dec. 20th. The Woods and Shucks are working
hard to put together a nice time. So note the instructions for your
reservations.

With all the hustle and bustle of the Holidays and to give myself &
editorial staff a break, we will not publish a Drip-Line in December.
Lillian & Jim., & Dorothy & Ed have supported me to the utmost as
well as all of my super officers and want to publicly thank them.
THANK YOU//

Yes, we will have a meeting on "Wednesday the 25th. So come & join us.

Happy Holidays

Ben

Our deepest sympathy to Ben & Bettie Jo Benzel in the passing of
Ben's mother in Spokane, Washington. May her many pleasant memories
overcome your sorrow.

The October meeting was called to order at 9:50 A.M.

Ben welcomed everyone.

John Koll reported there was \$1255. in the treasury.

The expenses and meals for the O.C.C. car show were \$38.96. John Glusick moved the P.P.C.C. pay these bills. It was seconded and passed.

Ovis Rosallis' wife said they had a van. Her husband paints cars. They are new members.

We had two people join our club at the O.C.C. car show.

A car was reported for sale. Hank's has serviced the 1963 hardtop. It's maroon with a black interior and is in good shape. It needs a gas gauge.

The O.C.C. swap meet will be held June 3, 4, and 5 this year.

Our Christmas party will be held at Patty Jewett Golf Club on December 20 this year. Pat Wood, Marcia Shuck, and Dick Shuck are planning it.

The November meeting will be held Thanksgiving Eve.

Marcia Shuck, Dick Shuck, Linda Jones, and Sid Jones were appointed the nominating committee. Walt volunteered to run for vice president.

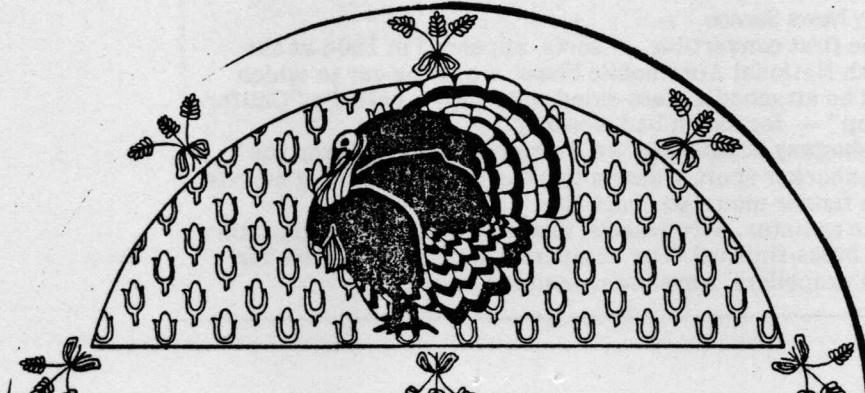
John Glusick suggested we move our meetings to the weekend. Maybe we could alternate days and have a brunch every other month.

Ben said we could use the club, but the officers would have to help setting up brunches.

Meeting was adjourned.

Respectfully submitted;

Tomasina Harlow
Tomasina Harlow



Old Car Council News

The October 1987 issue of the Popular Science magazine has a thorough art on gasoline additives. The O.C.C. show took a \$6500.00 loss last month. The last meeting was about what they should do in the future. Drastic changes will be made if they have another show.

A proposal has been made for 1988, to make the week of June 6th through June 12th "National Old Car Week". Resolution #344 is sponsored by California Congressman Robert Dorman. He is asking everyone in the club to call their Congressman and ask them to support him.

Walt Hundermark

HAPPY BIRTHDAY

November 6 - Steve Goodman
November 22 - Richard Shuek

December 20 - Dee Glusiek
December 20 - Richard Jackson

FOR SALE

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1963 two ^{1/2}H.T. Car body & tires in good shape. Car cared for by Hank's Auto Service at 221 Iowa Street Rollie Stafford - 2428 Balboa St. 630-0947

Convertible Spider Show car - Mr. Smith - Florence, CO
See Walt for information

1961 Lakewood Station Wagon - Call Phil Robertson
Pueblo 547 - 3285

61 Corvair 3 Speed & a 61 Corvair Shop Manual
Clifford Perry - 24620 Cuchara #8 La Junta, CO

3 early Corvair windshields - A and A Glass - Earl Long 635 - 5016

Urgent - Need to sell fast - In storage at Williams Chev. behind Body Shop
1966 Corvair 110 - Four door hard top - 4 speed
1960 Corvair - four door SD Automatic - Yellow
1965 Corvair - two door Auto - 500 Silver

All three cars run. Mike Wells - 591 - 8042 or Paul Mc Donell 596 - 5298

Hyd raulic brake fluid - Sealed 1 Gallon cans - \$4.00 a can - Ed Malew
598-2987

Convertible appeared in 1904

Copley News Service

The first convertible, of sorts, appeared in 1904 at the Fourth National Automobile Show, a touring car to which could be attached a glass-sided solid top — called a "California top" — for use in bad weather.

Mahogany bumpers in '26. Introduced in 1926 was the Rickenbacker sport sedan, a low car with no running boards and a fender-mounted spare tire.

The radiator, wire wheels, lamps and other exterior trim were brass-finished. The bumpers, shaped to resemble airplane propellers, were brass-bound mahogany.

Thank you Evelyn Halverson for sending us the clipping, from the Gazette Telegraph. That proves that Corvairs are still very much Alive.

DEAR BOB: I have a 1965 4-door Corvair Monza 110 series. It has a pancake 6-engine and dual carburetors and an automatic transmission. The problem is a high speed miss and according to the shop manual this problem would lie in the fuel pump. I changed it and it didn't help. I also changed the gas filters but that didn't cure it either. There are not too many mechanics in my area who will work on the car so any ideas that you can give me would be appreciated. — B.G., Redlands, Calif.

Having had a couple of Corvairs over the years (including a ramp-side pickup and other, now rare, models) I can understand why lots of mechanics are reluctant to work on them. It definitely has to be a labor of love. A high speed miss could be anything from fuel starvation (poor fuel pump, restricted fuel supply, low float level in one carburetor) to ignition problem (incorrect dwell, ignition point float, spark plug breakdown) or any combination of these. Since Corvairs are just cars and not magic machines, any mechanic should be able to trace these down. Finding that mechanic is the real problem. There's almost always a mechanic around who specializes in a particular type or brand of car. As examples, Superior Mobil in Huntington, N.Y., lists itself as a Corvair specialist as do Bill Cotofield in East Arlington,

Vt. and Keith Harrington (The Corvair Dr.) in Hawthorne, Calif. It might pay to join the Corvair Club in your area so that you can network in for parts and service.

May be too late for this Thanksgiving, but the following recipes may be good for next year. Recipes from The Compleat Pumpkin Eater by Caroline Schoelkopf from the Colorado Country Life Magazine

Pumpkin Honey Candy

1/2 cup chunky peanut butter
1/2 cup honey
1/4 cup wheat germ
1/2 cup pumpkin puree, cooked
1/2 cup powdered milk
1/2 cup chopped walnuts (optional)

Cook pumpkin puree over low fire until almost dry. Mix all ingredients together except nuts, kneading until smooth. Pat out in wax paper-lined, 8-inch square pan and chill. Cut in squares or form into balls after chilled. Roll in chopped nuts or crushed granola or graham cracker crumbs.

Perhaps adding onions, carrot and potatoes may give the stew a better flavor

Buddy's Elephant Stew

1 elephant
Salt
2 pumpkins
2 rabbits (optional)
Pepper

Cut elephant and pumpkins into small bite-size pieces. This should take about two months. Add enough brown gravy to cover. Cook over kerosene fire for about four weeks at 465 degrees. Serves 3,882 people. If more people are expected, rabbits may be added. But do this only if necessary, as most people do not like to find



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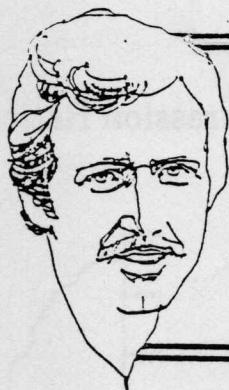
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BILL ESTES

Leadheads

EPA Tests Show Valve Damage

Tests by the Environmental Protection Agency (EPA) of a Chevrolet 454 V-8 and several farm-tractor engines have shown significant levels of valve recession (wear) when the engines were operated on unleaded gasoline.

The 454 V-8 used during the tests represented a 1982 production engine, described by EPA as a "heavy truck" engine. Heaviest application for the 454 is in motorhome chassis. The test 454 had induction-hardened valve seats, unlike several of the other engines that were equipped with standard valve seats. Engines with standard valve seats fared worse than the 454, and testing had to be halted prematurely on at least one, the 292 six-cylinder engine commonly used in Chevrolet light trucks, due to excessive valve wear that would have led to engine failure.

Earlier, EPA had ordered reduction of lead content in gasoline to .1 gram per gallon, and had targeted January 1, 1983, for elimination of lead. The engine tests were EPA's response to protests by farm and recreation groups and to a requirement for additional study that was included in the Food Security Act of 1985.

EPA found exhaust valve seat recession ranging from .011 to .030 inch while operating the 454 on unleaded fuel during engine dynamometer test cycles intended to simulate road conditions with a heavy vehicle (see Bill Estes' column, page 15).

As part of the study, EPA will accept written comments until July 10. The agency had scheduled public hearings June 1 in Washington, D.C., June 4 in Indianapolis, Indiana, and June 9 in Des Moines, Iowa, and intends to report findings to Congress later this year.

An EPA docket number for the study was not available at press time, so the editors of *MotorHome* suggest that comments be addressed to: Leaded Fuel.

Lately we've been thinking about creating a new, special award to be presented by *MotorHome* magazine each year. It would be called the Leadhead of the Year award, and the Environmental Protection Agency (EPA) seems eminently qualified to be the first recipient.

I'm sure you've been closely following our reports on the phase-out of lead in gasoline—a program created by EPA under pressure from environmentalists and the courts. You probably know that lead content of regular gasoline has been cut to .1 gram per gallon (gpg). All of us who operate engines that were intended by their manufacturers for operation on leaded gasoline have been concerned about the effect of using gasoline that is almost lead-free—and, beyond that, what will happen if EPA's final plan is put into effect: elimination of lead by January 1, 1988.

EPA has provided some of the answers—bless their souls. The agency has performed durability tests of several tractor engines and one RV engine: the Chevrolet 454 V-8. You might wonder why EPA is going to all this trouble, since they already have jerked most of the lead out of gasoline. Such testing, you might surmise, could prove embarrassing. They might find that using unleaded fuel in heavy-duty engines designed to run on leaded fuel could cause damage.

Several farm-state legislators turned on the heat; great numbers of tractors are not designed to run on unleaded fuel. Walter Haessner also appears to have had quite a bit to do with it. Haessner is executive director of the International Society for Vehicle Preservation, an organization of antique-car buffs. He has been a burr under the saddle of lead phase-out proponents from the start. Although it hasn't been possible

yet for us to thoroughly evaluate the EPA tests (we'll have more in later issues), they showed significant valve recession in the Chevy 454 engine when it was operated on unleaded gasoline. This engine was a recent model with induction-hardened valve seats. Older engines with unhardened valve seats would fare worse—as did tractor engines in the EPA tests. Valve recession in the 454 varied between cylinders, but went as high as .030 inch at the end of 130 hours of testing, which is the equivalent of 6000 to 7000 miles of highway cruising. It's uncommon to see .030 inch of valve recession in a motorhome engine until it approaches 100,000 miles while operating on leaded fuel. It seems clear that this testing should have been performed before the phase-out began.

Most of us do not oppose reduction of lead in gasoline. But we're against elimination of lead until the health hazard of small quantities of lead in gasoline has been proven conclusively. It appears that lead levels of .2 or .3 gpg could offer protection for valves and valve seats.

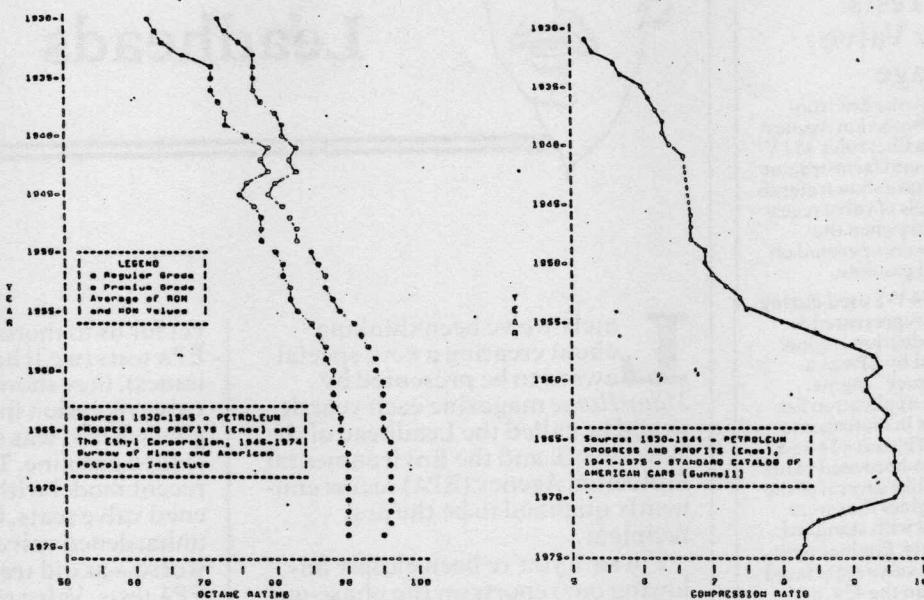
In my June 1985 column on this topic, I quoted EPA administrator Lee Thomas as saying, "There is no doubt in my mind that lead in the environment is still a major public-health problem, and that leaded gasoline is a major contribution to lead exposure."

There is no doubt in my mind that EPA has overreacted to the danger of reasonable levels of lead in gasoline. Agency officials ought to eat a little crow and place the lead maximum at .5 gpg until they perform a proper analysis of the health dangers and the economic burden on owners of vehicles that need lead for valve protection.

(Want to tell EPA what you think about lead in gasoline? See the article on page 42.) □

Octane Numbers and Compression Ratios

By Bill Siuru



Almost since the gasoline engine was invented, it has been known that engine efficiency is directly related to the compression ratio.

Thus the higher the compression ratio the greater the horsepower and the lower the fuel consumption. Compression ratio is not a measure of pressures, but of combustion chamber volume. The compression ratio is the ratio of the volume in the cylinder and combustion chamber when the piston is at the bottom of its stroke to the combustion chamber volume at the top of the stroke.

In the early days of the automobile, compression ratios were quite low mainly because of the

could be used. Also in the days before the electric starter, higher compression engines would have been even harder to crank start.

The discovery of tetraethyl-lead (TEL) and its widespread use as a gasoline additive was the reason that engine compression ratios and, thus, premium grade gasoline was often called, was on the market. It was a commercial success even though it cost four to seven cents more than regular. That was a lot considering pump prices for regular gasoline was only about 20 cents in the 1920s. Now there was a commercial way to decrease knocking and thus allow more powerful high-compression engines. The octane

quality of the gasoline available. As we all know, too low an octane rating will result in preignition detonation or knocking and pinging. In the 1920s, detonation was a major automotive problem. While the term octane number wasn't invented until the late 1920s, both auto-makers and petroleum companies knew that gasoline would have to be improved before the advantages of higher compression engines

mance grew starting in the early 1930s. During World War I, Charles "Boss" Kettering and his boys at his research laboratory in Dayton, Ohio, started searching for a means to reduce the knocking characteristics of gasoline. After trying many additives including red dyes that were thought to reduce the heat and thus knocking, TEL was finally discovered in 1921. By 1923, "ethyl" gasoline, as pre-

and compression ratio races were on!

Meanwhile, a precise means was needed to measure the anti-knocking qualities of gasoline. Thus in 1928, representatives from the government, oil companies, and the auto industry met to organize the Cooperative Fuel Research Committee. This committee's biggest contribution

was the octane scale for rating gasoline. Now there was a standard and simple way for the public to know what they were buying at the gas pumps.

Just how is the octane rating determined? The octane number is measured using a special engine with a variable compression ratio. A combination of two standard fuels, heptane with an assigned octane number of zero and isoctane with a number of 100, are used to run the engine. Various combinations of these two fuels are used, and the knocking characteristics of each combination is recorded. For example, a combination of 15 percent heptane and 85 percent isoctane would be assigned an octane number of 85. Then the actual gasoline to be tested is run in the same engine, and its knocking characteristics are compared with the reference fuels. The gasoline is assigned the octane number that corresponds to the same knocking level as the blend of heptane and isoctane. For gasolines with octane ratings of over 100, such as aviation fuels, the octane number is determined by the number of milliliters per gallon of TEL that must be added to pure isoctane to get it down to the same knocking level as the fuel being tested. Say for example, if five milliliters must be added, then the gasoline would have an octane number of 105.

When you go to the pump, you might see different octane numbers posted. The most common ones are the Research Octane Number (RON) and the Motor Octane Number (MON). The two numbers represent different operating conditions for the test engine. The RON is determined under less severe operating conditions than the MON, and the spread between the two numbers is typically about four percent to 10 percent, the difference increasing in later years. Nor-

mally, the average of the RON and MON are shown on the gas pump. Sometimes gasoline is rated by the Road Method. Here the octane rating is determined in an actual automobile driven on the road. This octane rating usually turns out to be close to the average of the RON and MON.

Octane ratings and compression ratios rose gradually hand-in-hand during the 1930s and 1940s. However, the first "high compression" engines were the Oldsmobile Rocket 88 and Cadillac V-8s that appeared in 1949. They had compression ratios of 7.25:1 and 7.5:1, respectively. After this, just about every American auto-maker jumped on the high compression bandwagon, and by 1957 the average compression ratio of American made engines had jumped to 9:1. As a rule of thumb, just about every engine with a compression ratio greater than about 6.5:1 demands premium gasoline. In the late 1960s, the average compression ratio of Detroit's engines peaked at over 9.6:1. Engines like Chevy's 296 V-8 (11:1), Ford's Boss 429 V-8 (11.3:1), Dodge's 426 Hemi-V-8 (11:1) and Pontiac's Ram Air 400 V-8 (10.75:1) helped boost this average.

In the early 1970s, compression ratios started on their downward trend. The environmental interests were demanding unleaded gasolines be used in cars, meaning lower octane ratings. The days of high horsepower and big cubes were numbered. With spiraling gasoline prices, the demand was for good fuel economy rather than awesome performance. By 1975, compression ratios had fallen to just over 8:1, where they have stayed for a decade. Today, compression ratios are rising again but only very gradually, as there is a renewed interest in performance. However, they will probably never reach the heights of the late 1960s. The costs of producing high octane non-leaded fuel are just too excessive. . . .

REPLACING VALVE LIFTERS

WHAT REALLY CAUSES A LIFTER TO FAIL?

* It is recommended that new lifters be installed only on new camshafts. Never install new lifters on a worn camshaft or worn lifters on a new camshaft. The reason is that the mating surfaces between the lifter foot and cam lobe are the most critically stressed areas in an engine (as high as 200,000 psi).

IS IT POSSIBLE TO HAVE A FAILURE WITH NEW LIFTERS ON A NEW CAMSHAFT?

Yes, it is possible! Even though a new camshaft and new lifters are installed, premature failure can result due to a lack of lubrication at the cam and lifter mating surfaces. Proper prelubing, which includes filling the oil galley lines with clean oil under pressure, is extremely important in preventing this type of "break-in" failure.

NOTE: Also important is operating the engine at a "fast idle" immediately after start up to assure sufficient lubrication at these critically stressed mating surfaces.

WHAT CAUSES A LIFTER TO ROTATE?

Most cam lobes are not flat, but by design have a taper of .0007" to .002" (Fig. 5). This taper in conjunction with the spherical radius on the foot of the lifter induces rotation of the lifter due to the fact that the lifter bore is offset with the cam lobe centerline (also shown in Fig. 5). This rotation distributes the high unit pressures over a greater area at the lobe and foot surface.

WHAT ABOUT CLEANLINESS?

Lifters are precision machined and assembled with extremely close clearances so cleanliness is very important. At installation, any metal chips, dirt, carbon, or sludge that becomes loosened can circulate with the oil and enter the hydraulic lifter. If such particles become lodged between the lifter body and plunger, the seating of the check valve would be disrupted. The lifter cannot adjust to any changes in the valve train, and noise would result. To avoid such problems, it is recommended that lifter bores be cleaned thoroughly and the oil galley lines be flushed with new oil by pressurizing the system prior to installation of new lifters.

SHOULD NEW LIFTERS BE PRIMED?

Positively no! Use them as received. When lifters are manufactured, each lifter is tested for proper leakdown rate before leaving the factory. The very thin leakdown oil left in the lifter after testing is quickly displaced by pressurized engine oil which adjusts the lifter plunger to its normal operating length. If the lifter is filled with regular viscosity engine oil before placing it in the engine, the leakdown process to the operating length will be much too slow, and engine valves will be held open resulting in hard starting. Plus, there is a possibility of damage to both intake and exhaust valves if they should hit the pistons on compression and power strokes. It is much better to experience a noisy lifter, until the engine oil quiets it down, than have bent or broken push rods, valves, and pistons.

WHAT IS LIFTER "PUMP UP"?

This term has often been misunderstood by many people. It is not a faulty lifter problem. Excessive RPM or weak valve springs will generate a surge of the valve spring and produce excessive clearance in the valve train.

The hydraulic lifter senses the lash that is present during this surge and, functioning properly, will take up the lash thus holding the engine valve open. With the valve open, there is a loss of power.

Any wear on the contact area of the cam lobe could constitute a mismatch which increases the loading as well as restricting the rotation of the lifter. Increased wear will be induced and further wear will cause complete destruction of the lifter foot and cam lobe

Figure 4

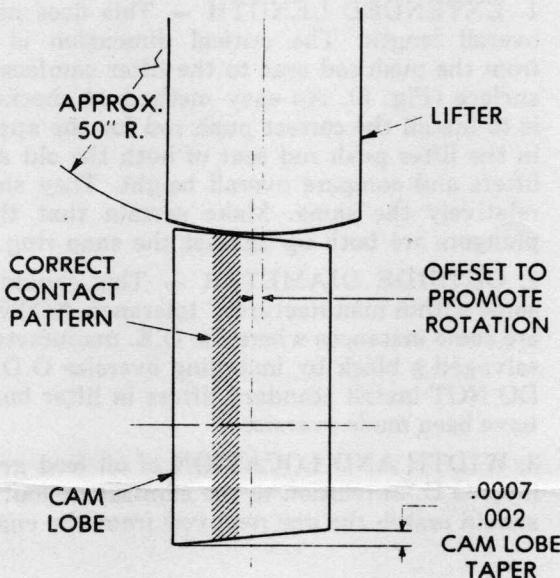


Figure 5

WHY IS ALL THIS NECESSARY?

Such procedures are necessary to keep lifter plunger travel within normal range and not have it bottom out or operate at an extended travel position. A plunger bottomed out or collapsed solid (due to improper parts adjustment, or machining) can hold a valve open and produce a rough running engine as well as causing piston-to-valve interference. A plunger operating at extended travel position will result in valve train noise and eventual breakage of the snap ring.

CAN OTHER THINGS CAUSE EXTENDED LIFTER PLUNGER TRAVEL?

Yes, in addition to the items above, such things as sticking valves and valve train wear will result in ad clearance existing throughout the valve train components which is taken up by the hydraulic lifter. If this clearance becomes excessive, the lifter plunger travels to the end of the normal range and ceases to function properly and will result in noise and ultimate damage. This is not the fault of the hydraulic lifter.

WHAT IF LIFTERS DIFFER IN APPEARANCE FROM THOSE REMOVED FROM THE ENGINE?

Most lifters have similar appearances, but visual differences are not that important if the three basic design features meet specifications. These are:

1. EXTENDED LENGTH — This does not mean overall length. The critical dimension is figured from the push rod seat to the lifter camface or foot surface (Fig. 6). An easy method of checking this is to install the correct push rod for the application in the lifter push rod seat of both the old and new lifters and compare overall height. They should be relatively the same. Make certain that the lifter plungers are both up against the snap ring.
2. OUTSIDE DIAMETER — This should be the same within manufacturers' tolerance. NOTE: There are some instances where the O.E. manufacturer has salvaged a block by installing oversize O.D. lifters. DO NOT install standard lifters in lifter bores that have been made oversize.
3. WIDTH AND LOCATION of oil feed groove on lifter O.D. in relation to the camface or foot surface should match the one removed from the engine.

WHAT ABOUT NOISE AFTER ENGINE HAS BEEN SHUT DOWN OVERNIGHT?

Such conditions are normal if the noise lasts only a few seconds. The noise is caused by breakdown of oil in the lifters. If one or more valves remain open at time of engine shutdown, the pressure on the lifter plunger causes a gradual breakdown of oil in the reservoir to pass between the plunger and body. Upon restarting, oil pressure will again refill the reservoir and quiet the lifter.

WHAT CAUSES LIFTERS TO BE NOISY AFTER ENGINE WARM-UP?

A number of things could cause this. Varnish and gum deposits can result in sticking. Aeration of oil by having oil level too high (or too low) or caused by a leak on suction side of the oil pump. A lack of lubrication to the lifter can also be caused by low oil pressure or some type of restriction in the oil gallery lines, all of which will produce noise. Still another is excessive wear of internal components due to extremely fine abrasives in lube oil.

First of all, before new parts are installed, lifter bores and oil gallery lines must be purged. That is, the entire system should be cleaned and flushed free of any dirty oil and impurities that would be harmful if recirculated.

Next, lube the lifter bores, and especially the lifter foot surfaces, using oil having the extreme pressure additives. After lifters have been installed, it is very important to pre-lube the oil gallery lines with this new clean oil under pressure to insure a good supply of oil to all parts of the engine for the first preliminary start up. Proper break-in, simply speaking, is to start up the engine and immediately run it at a fast idle for at least 15 minutes. This will be in the neighborhood of 1,000 to 1,500 RPM. Avoid revving the engine or running at a low idle. Both can cause severe loading of the cam lobes and lifter camfaces and will bring about early destruction.

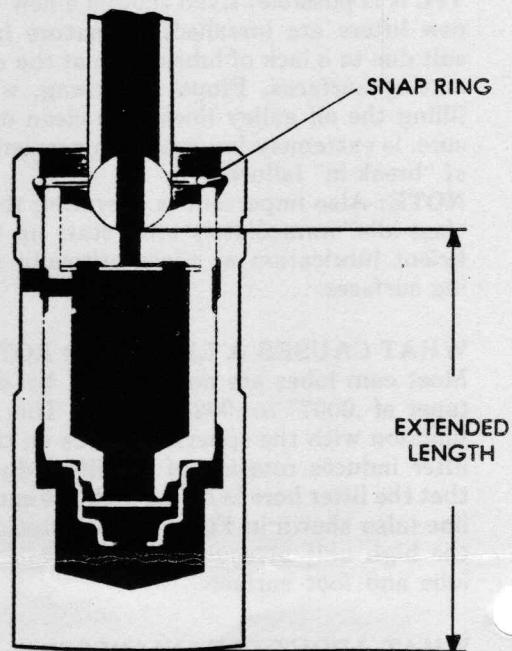


Figure 6



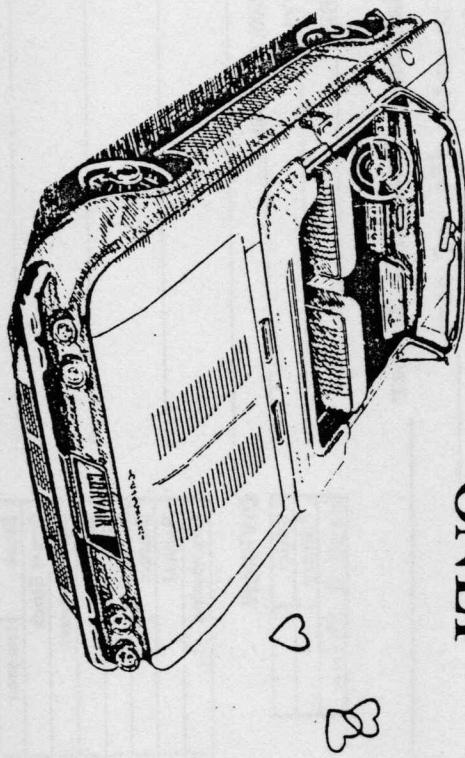
San Diego CORVAIR Club



San Diego Corvair Club

PRESENTS

FOR CORVAIR
LOVERS
ONLY



"Corvairs At The Fair"
The Premier Concours D'Elegance
Of 1988*

Jan 17, 1988
9 AM - 4 PM

North County Fair
272 E. VIA RANCHO PARKWAY
ESCONDIDO, CALIFORNIA

dry 17 (Sun.)

Registration, classification, operation

inspection, and entrant parking

Automobile touch-up

Judges meeting 11:00 am to 11:30 am
Judging 11:30 am to 3:00 pm
Awards 4:00 pm

Judges meeting
Judging

Judges meeting
Locking gas caps are required.

Judges meeting

Judges meeting
Locking gas caps are required.

GENERAL INFORMATION

ENTRY FEES Corvair Society of America Members

Concours - Pre-entry \$9.00

Post-entry \$12.00

Wash & Shine - Pre-entry \$8.00

Post-entry \$11.00

WASH & SHINE CLASS - This year we will be including this class for clean, every day street driven Corvairs that are not quite Concours quality cars.

Corsa National Judging Rules will be used. Including Senior Division Early, Late, and FC.

Only light dusting will be allowed during judging.

Entrants must see to it that spectators do not interfere with the judges.

Entrants must not converse with judges unless specifically asked to do so.

Entrants must stand with their cars during judging. This includes the Wash & Shine Class.

Awards will be presented to all winning cars from outside clubs first. If there is shortage of awards, SDCC members will receive their awards at the following general meeting. All awards will be acknowledged and announced.

For more information call Jim Craig -

Concours Chairman at (619) 571-3493



**Cut FORM below off at **
dotted line and SAVE MAP

PRE-ENTRY and REGISTRATION FORM

ENTRANT: Fill in box below.

NAME _____

ADDRESS _____

PHONE _____ Zip _____

YEAR _____

MODEL (500, Monza, etc.)
BODY STYLE _____

SERIAL NUMBER _____

CLASS DESIRED

Factory Stock	Unrestored restored	(1) - A (1) - B
Street Stock		(2)
Manufacturers		(3)
Specialty		(4)
Modified		(5)
Custom		(6)
Radical		(7)
Engineering		(8)
Wash & Shine		

CORSA National Membership Number _____

I wish to enter (No. of cars) _____ in the Concours at \$9.00 ea. \$ _____

I wish to enter (No. of cars) _____ Wash & Shine Class at \$8.00 ea. \$ _____

CHECK AMOUNT
\$ _____

DEADLINE FOR PRE-REGISTRATION IS January 11, 1988

Make checks payable to and mail to:

Requirements

Locking gas cap or door is required

Ref. 61-65 F.C. use "STANT" P/N G91
60-64 Cars use "STANT" P/N G91
65-69 Cars use "STANT" P/N G92

San Diego Corvair Club
2117 Siegle Court
Lemon Grove, CA 92045
(619) 462-9798

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LIFE OR HEALTH INSURANCE

CALL CHUCK SEELEY

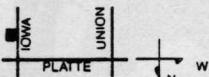
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Colorado Springs, CO 80905

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- 27 Years Experience



221 Iowa

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Tune Ups - with coupon

4 Cyl. — \$28.95
6 Cyl. — \$34.95
8 Cyl. — \$44.95

Includes new spark plugs, adjust
timing, check cap, rotor, plug wires,
charging system and emission control.
Point type ignition slightly higher.

Expiration 2/15/88

- ✓ Free Estimates
- ✓ Complete Fuel Injection
Service And Cleaning
- ✓ Engine Rebuilding
- ✓ Total Transmission Service
- ✓ Total Emission Testing And
Repair
- ✓ Complete Auto Repair



Most
Competitive
Prices in Town

\$ 59⁹⁵
Per Axle Set

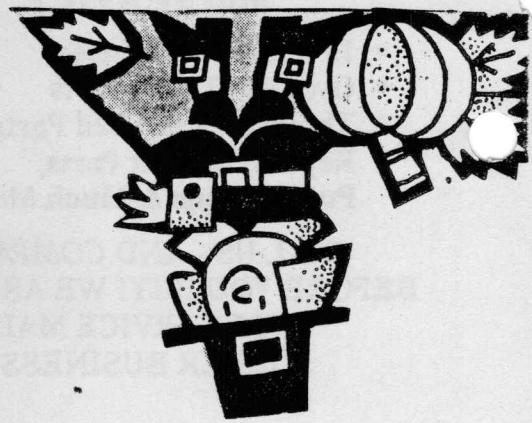
with coupon

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*Most light trucks and Cars

- Includes turning of
Drums & Rotors
- Repack Bearings
- Semi-Metallic Pads
Slightly Higher

Expiration 2/15/88



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THE Drip Line



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PARTY**

