

MEETING: January 25, 1989

NCOA Club
7:30 P.M.

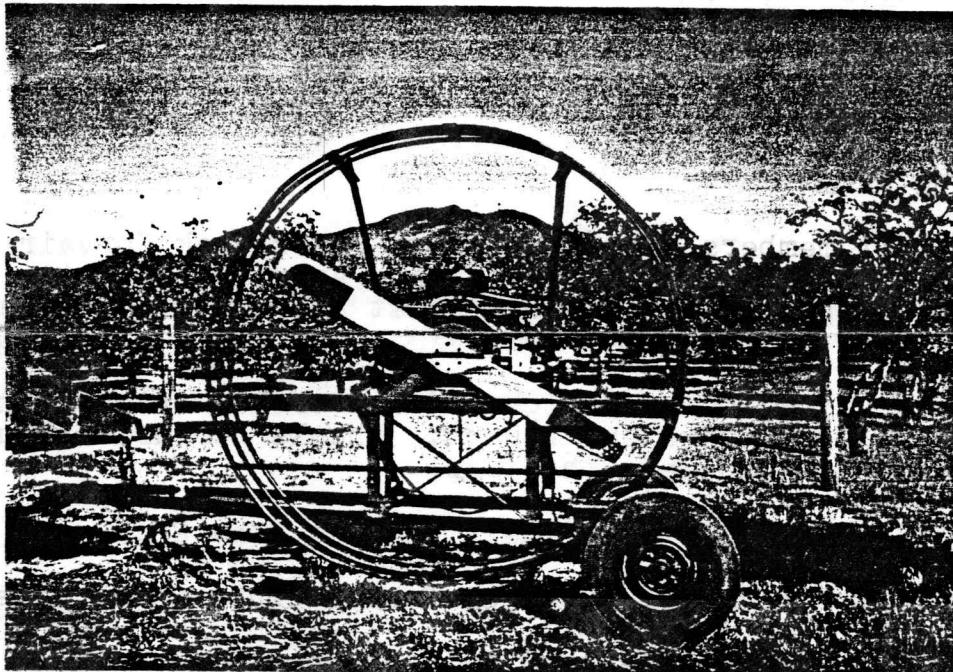
THE DRIP LINE

VOL. XIII

NO. 1

January 1989

Another use for a Corvair Engine



Mt. Konocti, Kelseyville, California

A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA



OFFICERS

President - Steve Goodman	Denver 934-5027
Vice President - Marcia Shuck	574-5271
Secretary - Judy Carraway	637-1636
Treasurer - John Koll	593-1928
Member at Large - Art Luque	634-6434
Member at Large - Ray Schick	392-8224
OCC Rep. Walter Hundertmark	632-2865
Drip Line - Jim & Lillian Block	392-8213
Drip Line - Ed & Dorothy Malew	598-2897
Membership - Ben Benzel	598-6886

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.

NOTES FROM THE PREZ

Happy 1989 to all members and families of Pikes Peak Corvair Club. Thanks to all that attended the Christmas Party at the Patty Jewett Golf Course Clubhouse. The food was great and the gift exchange was entertaining.

January 1 found Ray & Novice Schick and Walter Hundertmark in Denver for the drive to Georgetown and brunch. Thanks for driving up, maybe next year more can make the trip.

Hope to see all of you at the January Meeting, the 25th.

We have added another member from the Denver club, Chuck Cale.

Through the cold months it is hard to find something to keep your mind occupied with cars. If anyone would like to have a tech session or just a get together, let us know.



MICROFINE REUSABLE AIR FILTERS
RAY SCHICK

1237 Burnham Street
Colorado Springs, CO 80906

(719) 392-8224

Minutes of December Meeting:

Election Stands as follows:

President	Steve Goodman
V-President	Marcia Shuck
Secretary	Judy Carraway
Treasurer	John Koll
OCC Rep.	Walter Hundertmark

Treasury Report: John Koll says we are solvent.

Ben is trying to get our name tags.

23 people showed up at Patty Jewett for a scrumptious dinner Dec 18th. Thanks for coming. We all had a great time.

June 9th-11th, 1989 is the Red River Run.

1989

Walt says OCC is looking for a new place next year for swapmeet. Adams County Fairground was rented out.

At November meeting we were talking about helping four families. At the Christmas meeting it was brought up again about helping. It was decided to help one family. Dick and Marcia know someone in need. Instead of can foods we donated money and we got \$52.00. The club matched it with a check.

New business:

Steve has old magazines '58-59 and on for club history. Evelyn's collection for individuals.

Forney Transportation Museum will accommodate clubs. It has a slight heating and cooling problem.

Judy Carraway, Secretary

Identify Yourself



Some members keep their Chapters strong,
While others join and just belong;
Some dig right in, some serve with pride,
Some go along just for the ride;
Some volunteer and do their share,
While some lie back and just don't care;
On meeting nights some always show,
While there are those who never go;
Some always pay their dues ahead,
Some get behind for months instead;
Some do their best, some build, some make,
Some never give but always take;
Some lag behind, some let things go,
Some never help their Chapters grow;
Some drag, some pull, some don't, some do,
CONSIDER — WHICH OF THESE ARE YOU?

—Author Unknown

FAVORITE RECIPES

Chicken Enchiladas Judy Carraway

Cooked, boned chicken, grated cheddar cheese, tortillas.

Enchilada Sauce: 1/2 cup butter, 1 cup chopped onion.

Melt butter, add chopped onion, cook until tender. Stir in 1 tsp garlic powder

2/3 cup flour, 2 tsp salt, 3 cups hot chicken broth

Cook until this boils and slightly thickens. Remove from heat and add: 1 (10 oz) enchilada sauce

1 (16 oz) can tomato sauce

2 tsp chili powder

Dip tortilla into enchilada sauce & lay in Pryex dish. Put boned chicken in tortilla and some cheese, roll up. Fill dish.

Spoon sauce over top and some more cheese. Bake at 350° until they are hot through.

Try this if you like Mexican food, if not try it anyhow.

Cherry Walnut Bars Wanda Wencl

Mix: 2 1/4 cup flour, 1/2 cup sugar, 1 cup softened oleo or butter until crumbly. Press in a 13 x 9 pan. Bake 350° 18 to 20 min. Until very light brown.

Mix: 2 eggs, 1 cup brown sugar, 1/2 tsp salt, 1/2 tsp baking powder 1/2 tsp almond or vanilla extract.

Drain WELL: 4 oz jar maraschino cherries and chop into quarters. Fold into egg mixture. Spread on top of baked dough.

Bake 15 to 20 minutes. Cool.

Frosting. 1 tbsp butter, 1 cup powdered sugar. Enough cherry juice so you can spread frosting. Spread frosting on cake. Sprinkle with nuts.

GARDEN SALAD Via San Diego Corvair Club

1 can small LeSeur Peas

1 can French style green beans

1 can shcepeg white corn (Green Giant) Drain vegetables, Save 2 tbsps bean juice.

Optional vegetables, cooked carrots, green pepper, green onions celery, pimento, all chopped fine.

Make Syrup

1 cup sugar, 1 cup vinegar, 1/2 cup salad oil, 1/2 tsp pepper, 1 tsp salt, 2 tbsps bean juice. Bring to boil, pour over drained vegetables. Let stand in refrig overnight before serving. Keeps Well.

A favorite recipe now, Lillian Block

Membership:

Membership is very important to our Club and I want to take this opportunity to welcome Dr. Lloyd L. Strode Jr. D.C. and wife Cathy as our newest members. They enjoy a 1964 Monza Convertible. Welcome to our Club and we hope to see you soon at our meetings.

The following named members have dues in Pikes Peak Corvair Club now due or past due. We appreciate your membership so please remit the \$10.00 dues to me or the Club address: P.C. Box 15034, Colorado Springs, Colorado, 80935. Please call me at 598-6886 if you have a question.

*John Blessing	11/88	*Dan Jean	11/88
Steve Goodman	1/89	*Ken Johnson	11/88
Evelyn Halverson	1/89	William McCrea	1/89
*Albert Hilbert	12/88	Terry McKenna	1/89
		Don Vinson	1/89

*Indicates final notice.

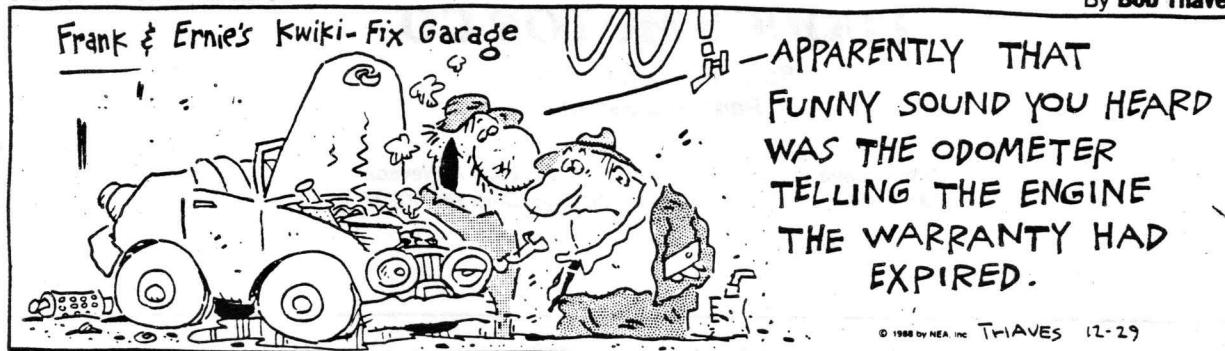
Ed Malew is recuperated from the operation on his Carotid Artery.

We are exchanging Paperback books and magazines at the meetings.

Lets support our advertisers who advertise in our paper.

FRANK & ERNEST

By Bob Thaves



February Birthdays
4 Omar Halverson
4 J.D. Simmons
18 Wayne Phillips
24 Denny Myers
29 Don Vinson

March Birthdays
3 George Hupp
10 Ellen Fisher
23 Bettie Jo Benzel
24 Nye Schick
20 Dcn Jean

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

HANK'S AUTO SERVICE
CORVAIR SERVICE
632 - 2843

Hank Brown - Owner

221 North Iowa
Colorado Springs, CO.
80909

When You Have a Question On
Life or Health Insurance

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685-5848

P.O. Box 952
Manitou Springs, Colo
80829

Happy to help without obligation

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*Specializing in Corvairs
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Arthur Luque
634-6434

2625 N. Nevada
Colorado Springs, Colorado 80907

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OR ORDER OUR GIANT CATALOG. OUR 14th
YEAR IN BUSINESS (CORSIA MEMBER SINCE 75).
CREDIT CARDS AND COD WELCOME! CALL US
ANYTIME 1-503-283-2610

WALL'S CORVAIR UNDERGROUND
10818 NW ST HELENS HWY
PORTLAND OR 97231

80907
Colorado Springs, Colo
2322½ N. Cooper
Walter Hunderthmark

SEND TO:

Colorado Springs, Colorado 80935

Pikes Peak Corvette Club
P.O. Box 15034

THE DRIP LINE

1932 Packard

USA 25

WE MEET

THE

SPRING 1986 PM 10:00



Happy
New Year

MEETING: February 22nd, 1989 NCOA CLUB 7:30 P.M.

THE

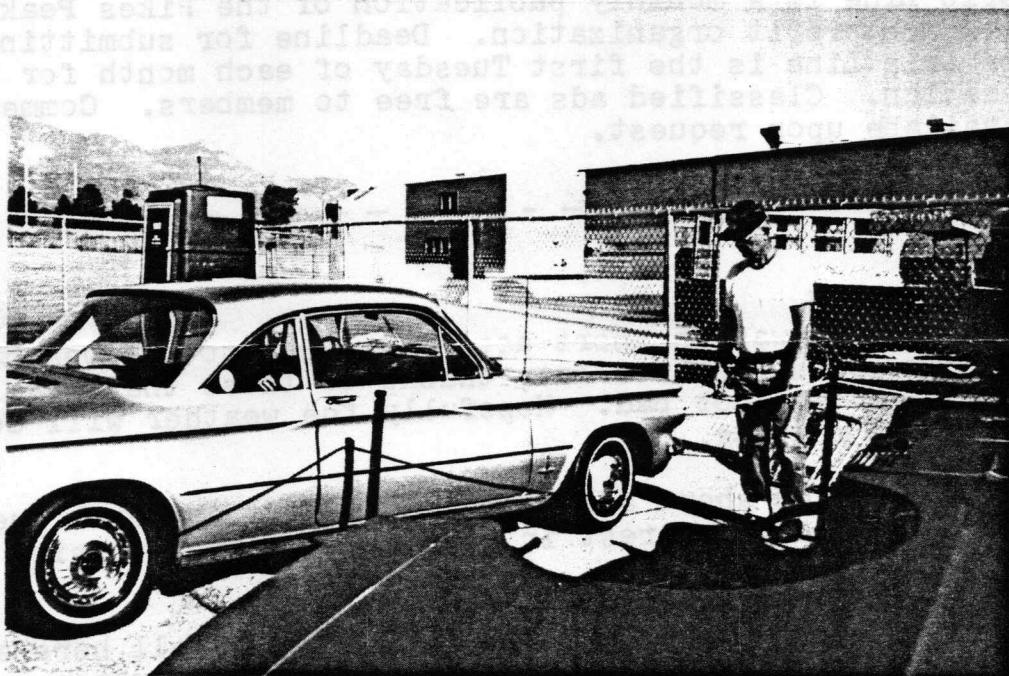
DRIP LINE

VOL. XII

NO. 2

February 1989

What'ya think, Ed?



Harrison High School

A Publication of;

A CHAPTER of the

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Drip Line	Dorothy & Ed Malew	598 2897
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NOTES FROM THE PREZ

The January meeting was in short attendance due to the weather. Only ten hardy souls ventured out, thanks to those that did. The drive from Denver was not bad. Hopefully the weather will cooperate for the February meeting.

During the discussion about alignment procedures, several questions arose; if there is any interest in this a short tech session could be held after the meeting.

Ruth and I talked to Jim and Pat during our cold spell here and they said the weather was not good in Seattle either, but worse - the drivers could not cope with even a little snow.

The phone number for reservations at Red River is in the February COMMUNIQUE.

See you in February.

STEVE

DISCOUNT CORVAIR PARTS

OVER 3000 NEW PARTS AND SERVICES-USED PARTS TOO! ASK FOR YOUR FREE NEWSLETTER OR ORDER OUR GIANT CATALOG. OUR 14th YEAR IN BUSINESS (CORSIA MEMBER SINCE 75) CREDIT CARDS AND COD WELCOME! CALL US ANYTIME 1-503-283-2610

WALL'S CORVAIR UNDERGROUND
10818 NW ST HELENS HWY
PORTLAND OR 97231

Membership

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Jessie Barnett	2/89	John Koll	2/89
Francis Boydston	3/89	Art Luque	3/89
Jim Block	3/89	*Terry McKenna	1/89
Dale Carraway	3/89	Tom Pluister	3/89
John Dowswell	2/89	Ray Schick	2/89
Walt Hundertmark	3/89	Dick Shuck	2/89

*Indicates final notice

Our newest member is Dr. Woodrow and Evelyn Brown, who reside in Hotchkiss, Colorado. He owns a 1965 Sedan with 30,000 miles. As they are both retired they love to travel. Hope to meet them soon. Welcome to our fine club.

Extra copies of the membership roster will be available at the meeting for your convenience.

Don't forget for that Valentine, Birthday, or special occasion, give a membership in the Corvair Society of America. It will make a great gift. Call me for an application.

Ben Benzel, Membership Chairman

Auto Insurance: Antique Auto Policy (cars 20 years & older) are available through American Insurance Exchange located in Suite 206 in the United Bank, East Building. You may want to call Michele Brash at 636-3948 for a nice surprise. Don't delay so you will be ready for Red River.

This is no Joke. New catalogs from Clarks Corvair should be ready by 1 April 89. Our club will order for members desiring them. Haven't heard yet when Wall's Corvair new catalogs will be available.



MICROFINE REUSABLE AIR FILTERS

RAY SCHICK

1237 Burnham Street
Colorado Springs, CO 80906

(719) 392-8224

SETTING UP YOUR CORVAIR FOR WINTER DRIVING

This may be a little late for this years' winter but several things that I do care to mind while writing the NOTES column and the drive to the Springs on Wednesday night.

VISIBILITY: I have quartz-halogen lights in all my cars. The light is much whiter and has less tendency to be soaked up by wet blacktop and has a more piercing beam through snow and fog. Also a pair of clear fog lights will soften the light and not tend to reflect back during snow or fog. Also be very sure your tail and brake lights are working so you don't get run down from behind.

TIRES AND SUSPENSION: I purposely bought a set of M&S rated radials for the winter car so that I could go over Monument during snows. If the roads are really slick, lower the pressure by 3-4 pounds (don't forget to raise it back). I have gas shocks on all my cars, they resist suspension changes due to dips in the road as well as far better cornering anytime. Alignment must be particularly good in slick times, anything that upsets the suspension will have you fighting the wheel for control. Likewise the brakes must not have any pull to them.

HEATER/DEFROSTER: Hoses, sheetmetal on the engine and thermostats must all be correct for good heat as well as a good high output blower motor. I use the artic wiper blades and have wiper delays on the cars. The wiper delay is especially nice because on a long drive I get tired of watching the wipers work faster than needed. I also treat the glass with RAIN-X which should have put in the Visibility section. I seal the lower shrouds to the heads and use the collar around the exhaust manifold and never steam the windshield.

Obviously the normal things, battery and cables, tune, oil change must be looked after. I never drive without flashlight, heavy clothes, blanket, tools and CB. I would rather carry these items and not need them than to need them and find that I left them at home.

The Corvair is one of the best driving cars around for bad and slick roads. The balance is just plain better than conventional cars. Happy winter motoring.

Steve

PERSONALIZED CAR CARE

BRAKES - TUNE UP - ELECTRICAL

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HANK'S AUTO SERVICE
CORVAIR SERVICE

632 - 2843

Hank Brown - Owner

221 North Iowa
Colorado Springs, Col.
80903



FAVORITE RECIPES

Beef Stew Dorothy Malew

2# stewing beef, 3 Medium carrots, 2 onions, 3 potatoes
Cooked or frozen peas or any left-over vegetables

1 can tomato soup

1/2 can water, salt and pepper

1 bay leaf

1/4 cup sweet pickle juice or red wine

Preheat oven to 275°. Put all ingredients in casserole with lid to fit. Bake 5 hours

Refrigerator Rolls L. Block

3/4 cup shortening or margarine (Now I use Corn oil)

3/4 cup sugar, 1 tsp salt, 1 cup boiling water or scalded milk *

2 eggs, 1 cup cold water, 2 cakes yeast, 1/2 cup lukewarm water

7 1/2 cups sifted flour to make a soft dough.

Soften yeast in the 1/2 cup lukewarm water. Add 1 tsp sugar. Combine shortening & boiling water. Stir until shortening melts. Combine eggs, sugar and salt and cold water. Add 2 cups flour. Beat with mixer for several minutes. Add another 2 cups flour and yeast. Beat several minutes more. Take off mixer and add 3 1/2 to 4 cups flour until thoroughly mixed. Cover and chill overnight in refrigerator. Dough will keep several days. Take out of refrigerator and cut dough in half. Roll out on board. Cut with biscuit cutter. Put a dab of margarine in center and fold over. Let rise until doubled. Makes 5 dozen rolls. Bake at 400° 12 min until lightly browned. Freezes well.

*I have been using two cups of hot water and 2/3 cup powdered milk.



After the man received his haircut he told the barber he didn't have any money to pay for it.

"We don't do credit work here," the barber said. "You will have to sign an IOU and put it over there on the wall with the others who still owe."

"But, I object to having an IOU with my name on it hanging on the wall. I don't want anyone to see my name."

"Don't worry, no one will see your name. Your coat will be hanging over it."

Foreign And Domestic Auto Repair

LUQUE'S MOTOR CO

*Specializing in Corvairs
Parts and Service*

Arthur Luque
634-6434

2625 N. Nevada
Colorado Springs, Colorado 80907

We need help from the members for favorite recipes, articles, pictures, Tech information, etc, etc. for the Drip Line.

Birthday Greetings to

Omar Halverson, February 4th

George Hupp, March 3

J. D. Simmons, 4th

Ellen Fisher, 10th

Wayne Phillips, 18th

Bettie Jo, 23rd

Denny Myers, 24th

Nye Schick, 24th

Don Vinscn, 29th

Don Jean, 30th

Lets Everyone patronize our advertisers.

When You Have a Question On

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Call CHUCK SEELEY
685-5848

P.O. Box 952
Manitou Springs, Colo
80829

Happy to help without obligation

Teacher: Now we'll study arithmetic. Sally, do you know the difference between one yard and two yards?

Sally: Yes, Ma'am—a fence.

James Hay
The Bagpipe

A little boy was getting his first barbershop haircut. Once he was settled in the chair, the barber asked, "Well, young man, how would you like your hair to be cut?"

The boy replied, "With a hole in the top—like Dad's."

Sunshine Magazine

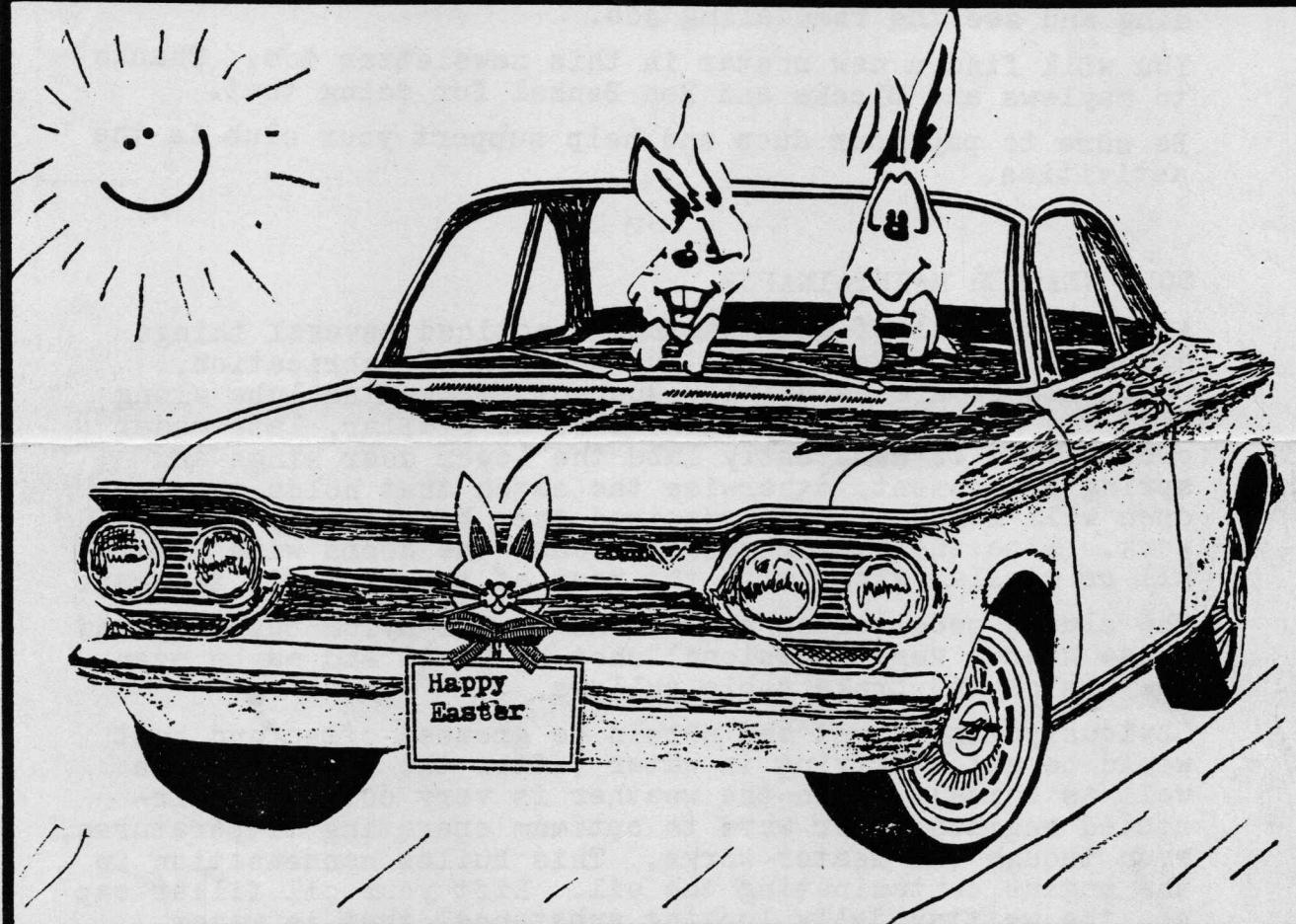
EXT MEETING - Wednesday, March 22nd at the NCOA Club House at 7:30 P.M.
Hope to see you there!

1/5
1/8

THE DRIP LINE

VOL. XII NO. 3

March 1989



A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA





NOTES FROM THE PREZ

Thanks to all who attended the February meeting. At least the weather cooperated better. I would like to see more of you at the meetings, hope when spring arrives more of you will feel like going out at night.

The March meeting will be at the Club House and then there will be a brunch at the NCO Club for April. Plan on attending and see the remodeling job.

You will find a new roster in this newsletter too. Thanks to Maylews and Blocks and Ben Benzel for doing that.

Be sure to pay your dues and help support your club in the activities.

COLD WEATHER MAINTAINANCE

After the spell of cold weather I noticed several things happen to our cars, mostly due to lack of lubrication. Door latches are especially suspect of needing lube along with the hinges. Spray with WD-40 or similar, late model owners need to constantly lube the lower door hinge and spring attachment, otherwise the catch that holds the door open will fail. I have reassembled them but it is a bit of work. Wipe the rubber gasket around the doors with Armor-all or similar along with the rest of the vinyl in the car.

The clutch pedal cross shaft runs in two nylon bushings and these need a very occasional shot of WD-40 and maybe even the clutch and brake cable pulleys.

Obviously, the front end should be greased often and best would be after driving in water (after the snow melts as well as rains). When the weather is very cold, the air-cooled engines never warm to optimum operating temperatures, even though the heater works. This builds condensation in the engine contaminating the oil. Lift your oil filler cap see the whitish jelly looking substance, that is water. Needless to say the oil is not doing its' job and your bearings are taking a beating. Change your oil and filter.

Air in the tires has a magic way of disappearing during below 0 weather. Check your tires regularly, your spare too.

Another point of lubrication is the rear emergency brake cable, just spray WD-40 onto the housing and work the handle a time or two and spray again.

If your car started through the cold spell, the battery and cable clamps were undoubtedly pretty clean but it never hurts to check them again as well as the water level. Speaking of water, check your windshield washer bottle too.

After you have washed the outside of the car and under the wheel wells, cleaned the mag wheels vacuumed out the interior, you will be ready for the next cold spell.

MEMBERSHIP

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Dale Carraway	3-89	Tom Pluister	3-89
Walt Hundertmark	3-89		

Ben Benzel- Membership Chairman

RED RIVER RENDEZVOUS

June 9 - 11th, 1989

You all plan to join Corvairs of New Mexico in the high mountain country of northern New Mexico for a weekend of fun in the resort town of Red River. Bring the family for the weekend or start your vacation. No passport needed - we really are in the U.S.A. Headquarters motel is the Alpine Lodge. Call 800 - 252 - 2333 from outside New Mexico. If you come in your Ultra Van or other R.V., there are two National Forest Campgrounds within three miles and three private campgrounds in town. After your weekend in Red River you will be within a days drive of Taos, Santa Fe, Albuquerque, Denver and other interesting sites.

Lets have a great showing from our club - so lets all plan ahead for a great weekend. Room rates are \$30.00 or \$40.00 per night plus tax. You need to send check for one nights deposit to Alpine Lodge - P.O.Box 67 - Red River - New Mexico - 87558

TOUR TEJON JAMBOREE

Well car nuts, spring is just around the corner and with it comes the TOUR TEJON JAMBOREE. Our club will be participating and it is set for May 21st to be exact. To help avoid the long registration line, we have available pre-registration forms. To have our cars together this is almost a must. Don't wait until the last minute. If you can't make the meeting, call Ben Benzel for the pre-registration form.

APRIL MEETING

Spring begins March 20th and to be sure it gets here, we will have our April meeting at the newly remodeled N.C.O. Club on Sunday, April 23rd. at promptly 10:30 at the U.S.A F.Academy. So prepare for this special event. Adults \$6.96: Ages 5 to 12-\$3.95 4 and under are free. Reservations will be required, so put this on your calendar. More in April Drip Line.

We have ordered 25 Clark's Corvair Parts Catalogs for our membership. They will be available sometime after April 1st., at a cost of \$2.25 each. These catalogs will be good for three years.

Name tags for club members have turned out to be popular. They are available to people that have requested them. So pick them up at the meeting. What's so great is that they are paid for by Pikes Peak Corvair Club, so wear them proudly.

Did you see the St. Patrick's Day Parade on March 12th in Old Colorado City? If not you missed a good parade, including Dick & Marcia Shuck (In their green Corvair), plus Bob & Wanda Wencl, Ruth & Steve Goodman, Ron & Sandra Lenzon. Of course, all the Corvairs were shining and decorated. I'm sure St. Patrick was pleased.



7th Annual Antique & Special Interest Car Show



ACTIVITIES

Grass Display Area for all show cars

Concessions: Serving Continental Breakfast

Lunch on premises until 4:30 p.m.

Award Categories

Traveling Trophy

Dash plaques to first 300 cars

All cars for sale must be
put thru the Car Corral

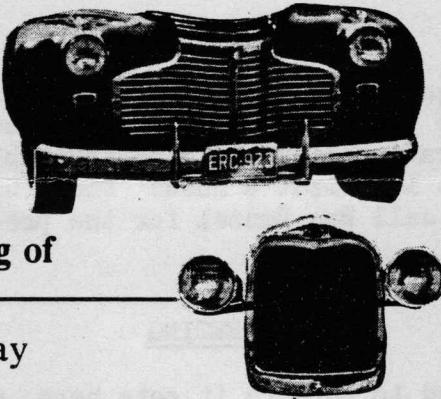
For more information or mailing of
Entry Pre Registration Forms:

Glyn Holloway

P.O. Box 448

Canon City, Colorado 81212

Evenings: Eli Atchison 719-275-7493
Ray Bennett 719-275-3449



Car Corral

Flea Market

Swap Meet

Craft Show

sponsored by
ROYAL GORGE CHAPTER
OF VMCCA

May 27, 1989



On the grounds of the
HOLY CROSS ABBEY
east side of Canon City

Adult General Admission: \$2.00
Registration Starts at 6 a.m.

PRE REGISTRATION FORM

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____

CAR SHOW ENTRY/FREE with Two General Admission tickets to driver
and one passenger.

MAKE _____ YEAR _____ MODEL _____

MAKE _____ YEAR _____ MODEL _____

MAKE _____ YEAR _____ MODEL _____

Swap Meet - 10' x 20' \$10.00

Flea Market - 10' x 20' \$10.00

Car Corral - 1 car per space \$25.00

Craft Space \$10.00

Number of Spaces

Swap Meet _____

Flea Market _____

Car Corral _____

Craft Space _____

Total Enclosed: \$ _____

ALL CARS FOR SALE MUST BE
PUT THROUGH THE CAR CORRAL

DO YOU KNOW

The element for the single air cleaner can be purchased at K-Mart on special for as little as \$1.59. The number is KA-23.

The small rubber gasket from a used oil filter can be used on the air cleaner where it attaches to the carburetor.

Repair of the carburetor shaft will greatly reduce, if not stop, the tendency of the Corvair engine to diesel.

Changing the carburetors from side to side will usually provide an unworn linkage hole on the opposite end of the trottle shaft.

The use of the single vacuum gauge sealed in a jar, VAIR Views , November 1988, can detect the difference of one turn of the adjustable linkage on the left hand carburetor.

The shifting fork stude on '64 and later transaxels for use with the bent finger pressure plate and taller throwout bearing is .65" shorter than the earlier models. The difference is in the thickness of the hex. On late models the hex is only .125" thick and on earlies it is about .190".

Early speedometer heads have a soft plug on the side of the casting for lubricating the "drive shaft". It can be removed without disassembly of the speedometer. Remove the wick below the soft plug and lubricate. Symtoms of a dry head are usually a noise emanating from under the dash plus a fluctuating needle. Later models do not have the soft plug. The "drive shaft" must be removed from the head to lubricate it requires complete disassembly of the unit.

The odometer wheels, which lose their painted numbers with age and handling, can be replaced with plastic ones from later model GM cars.(Chevelle, Camero etc.) Simply drop them in.

When installing an automatic transaxel to the engine, slip the torque converter on the transaxel making sure it is completely seated--all splines meshed. Secure it with a wire or strong cord, which can be removed before bolting the transaxel to the engine and torque converter to the flex plate.

Cutting a screwdriver slot with a hacksaw in the end of the studs which hold the transaxel to the bell housing greatly aids in their removal and replacement. Also cut slots in the end of the two generator mount studs.

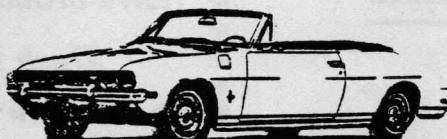
The oil that often collects on the block between the top engine cover and the rear housing comes blow-by out the oil filler tube. Inserting a plug below the cap eliminates the problem. Some are brass but most people use a $1\frac{1}{4}$ " sink plug.

You can buy Chevite 77 bearings for J.C Whitney for as little as \$12.14 for rods and \$17.98 for mains.

Thanks Bob - Vair News

CLASSIFIED

FOR SALE - 65 Corsa Convertible. 4 X 1, 4 speed, new paint (Stripped to bare metal), new top, new windshield, interior very good. Under 10,000 on rebuilt engine, quick steering arms, spinner wire wheel covers, rust free. \$4500.00
Francis Boydston, 6829 Kelly N.E., Albuquerque, New Mexico 87109 Phone 505-821-1506



The Rocky Mountain Classic Chevy Club

presents

the EIGHTH ANNUAL ALL CHEVY DAY CAR SHOW and SWAP MEET

Jefferson County Fairgrounds

15200 West 6th Avenue

JUNE ¹⁷ , 1989

Any Year Chevy, Any Model



Entry fee \$15. Pre-registrations received by June 10 will get one free T-shirt. Registrations received after June 10 or at the gate will pay \$15. but will get no T-shirt. (Please specify T-shirt size on registration blank.) Judging starts at 11:30 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 20' 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

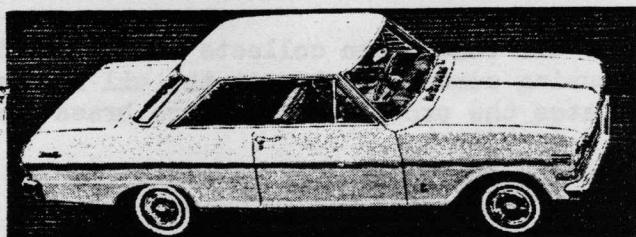
Concessions Available at the Show. PLEASE: NO ALCOHOLIC BEVERAGES ON FAIRGROUND PROPERTY!

Rocky Mountain Classic Chevy Cars will not be in competition, but will be on display.

Registration: 8:30 - 11:00 a.m.

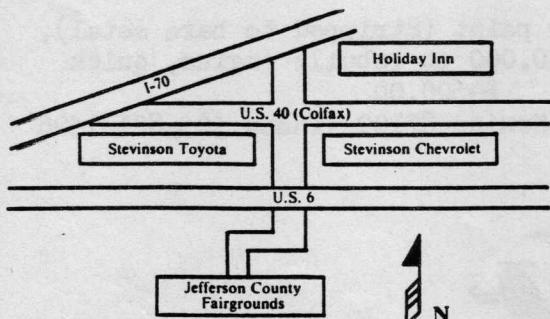
Judging: 11:30 a.m.

Awards Ceremony: 6:00 p.m.



Winner — “Club Participation Trophy — All Chevy Day 1988”

T-shirts sales, concessions, model cars contest, and bathrooms all indoors.



***Door prizes to be given away
throughout the day***

Live broadcast by KRZN Radio 1150

Dash Plaques ★ Trophies

For further information call Tony Dattilo 973-0347

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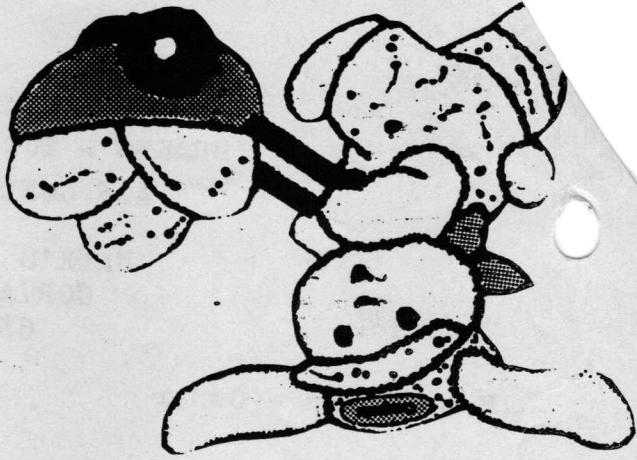
Arthur Luque
634-6434

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2322½ N. Cooper
Colorado Springs, Colorado
80907



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



THE

DRIP LINE

VOL. XII NO. 4

April 1989



A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA



OFFICERS

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Vice-President	Marcia Shuck	574-5271
Secretary	Judy Carraway	637-1636
Treasurer	John Koll	593-1928
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Membership	Ben Benzel	598-6886

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NOTES FROM THE PREZ

Thanks to all who attended the March meeting. Walt was asking for volunteers for the OCC swap meet workers list. He passed the sheet around and still could probably use a couple of extra names. If you want to work, call Walt.

Don't forget the brunch/meeting at the NCC Club on April 23. Ben needs to make reservations, so get in toug'. with him soon. Also Tour Tejon is coming in May 21. This is one of the best street shows, all kinds of cars and for a worthy cause.

Hope to see all of you at the NCC club.

Dick Shuck received a nice thank you note from the organizers of the St. Pats Parade. Thanks to all who attended.

CALENDAR OF EVENTS

- 4/23---Brunch at the NCC Club
- 5/20---Chevy show at Bear Valley (Denver)
- 5/21---Tour Tejon
- 5/27---Car show at the Abbey (Canon City)
- 6/9-11-Tri-State at Red River
- 6/17---All Chevy at Jeffco Fairgrounds
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- 7/4-7--Sunbeam (Alpine/Tiger) at Snowmass
- 7/19-23Riveria nationals in Denver
- 7/27-30Corvair Nationals in KC



SHOCKS AND TIRES AND IGNITION PROBLEMS

In case you haven't figured it out yet, I write this after some type of situation arises during the month, either at the shop or through conversations. At the March meeting, several were asking about shocks. My reply is another question "how do you drive your car?" If you want a smooth (soft) ride with no regard for high cornering ability, a normal HD replacement shock will suit you. They are also the most inexpensive and will last the least amount of time. If you are after sports car type performance in cornering and are willing to suffer a little on rough city streets, gas shocks or Koni is the ticket. Likewise they are more expensive but will last much longer.

Tires fall into the same categories. All weather radials will ride easier and obviously be better in adverse weather. They will not generate the same cornering G's as performance tires, nor will they withstand the heat from high speed driving. Likewise, they cost less, will not last as long due to softer rubber compounds and have more tendency to be out of round and will not hold good balance.

When I was ten years old and hanging around the Ford garage back home, the old mechanic had a saying, if it feels like a fuel problem, it is probably ignition. A fellow told me that after thinking that the carb was either flooding or starving, he rebuilt the carb and then did it again and then let someone else try and finally discovered that the condenser was bad. My latest experience was a car that idled good but did not have that quick snap to higher rpm and acted like a carb was plugged but it sounded like it was slow on timing. Pulling plug wires showed a very orange spark with virtually no spark jump from the coil, yes the coil was bad. A tune shop here in Denver had worked for two days to find the problem and had replaced or rebuilt virtually everything possible. Luckily, I found the bad coil quickly, it has taken me a while on occasion.

I am also finding point plates wearing out, now that our cars are getting older. If you cannot keep the points gapped or maintain the proper timing, there is a very good chance that the point plate is worn. New ones are available from GM.



A WARM WELCOME to our new members:

Michael and Kay Headley - 6045 Emma Lane - Colorado Springs, CO. 80922
Phone 596 - 1372. Kay drives the 1963 Spyder Convertible. WELCOME/

MARCH MEETING

The meeting was called to order by Steve Goodman at 7:35. Fourteen people attended the meeting of March 22nd.

Treasurer report was \$684.60. The February 1989 minutes were read and approved.

OLD BUSINESS

Name tags are here, so if you ordered, they're in. Those who didn't order and if you would like a name tag, call Ben Benzel.

Ben advised us that a former member passed away- Mr. Harold Green. Our condolences.

Thanks to those who attended the St. Patrick's Day Parade and to those who were in the parade.

Phil Longs Ford meet was a great turn-out.

Tour Tejon show coming up on 21st of May. Lets pre-register and have a good turn-out.

NEW BUSINESS

Red River Run is 9th, 10th and 11th of June. Lets get your reservations in and have a great turn-out.

Brunch is the 23rd of April. If coming, call Ben before the 21st of April.

Chevy show in Denver at Bear Valley is May 20th. Cost if \$12.00 to enter the show.

Picnic is August 13th with the Denver Club. Plans are in progress. It will be at Elizabeth, Colorado. Mark your calender.

O.C.C. report swap meet (I don't know the dates) I-25 Colorado Blvd. North of Denver.

Denver Car Show - May 27th plus Air Show.

Ladies if you have a good recipe that you want to share with other ladies, send them in or call Lillian Block or Dorothy Malew.

The club has ordered new catalogs from Clark's Corvair and Walls Corvair Underground. They should be in soon and available to members at cost.

Meeting was adjourned at 8:40.

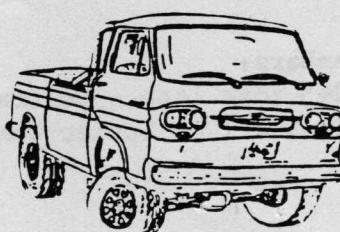
Well spring is here
Judy Carraway



CLASSIFIED

Need some hydraulic brake fluid? Ed Malew can provide you with a sealed gallon can for \$2.00 each. His phone number is 598-2897.

Also how about an electric typewriter for \$25.00?



MEMBERSHIP

Your membership is very important to our club. The following named members have dues in Pikes Peak Corvair Club now due or past due. We appreciate your membership, so please remit the \$10.00 annual dues to me or club address - P.O.Box15034, Colorado Springs, CO. 80935. Give me a call at 598-6886 if you have a question.

Jessie Barnett	2-89
Art Luque	3-89

We want to welcome Kay and Michael Headley as our newest members. They have a 1963 Spyder convertible as their hobby. Thanks for your membership and hope you will enjoy our club.

Ben Benzel - Membership

TOUR TEJON '89

Come on folks TOUR TEJON '89 is around the corner - May 21st to be exact. Enclosed in this publication is the insurance waiver. Enclosed \$1.00 for postage and mail it to: Vicki Keeney - 315 S. 14th - Colorado Springs, CO. 80904. Get those nice cars out as we would like your support at this show.

RED RIVER RENDEZVOUS

Don't forget to call the Alpine Lodge 1-800-252-2333 for your reservations, 9-11 June. You will enjoy that weekend get away! so please don't wait until the last minute.

APRIL MEETING

As previously warned, the April meeting will be at the newly remodeled NCO Club on the U.S.A.F. Academy on Sunday April 23rd. at 10:15 promptly. Prices Adults \$6.95, Ages 5 - 12 are \$3.95, and 4 and under are free. Reservations are required not later than 20th of April; to Ben or Bettie Jo Benzel at 598-6886.

CORSA MEMBERS

Mail that post card on the cover or your April CORSA COMMUNIQUE to select your Western Division director. Who of you will be attending the International Convention 25 - 30 of July in Kansas City? Let our president Steve Goodman know.

PLEASE
JOIN US
IN
SUPPORTING OUR
ADVERTISERS!



DID YOU KNOW????

Dale Carraway has been promoted to Tech Sergeant at Norad.

Ruth Goodman is the Historian for the Denver Club - Rocky Mountain Corsa.

The Blocks left for their walnut farm in California. They hit snow over the Donner Pass and California had a lot of rain.

The Benzels had a visitor from Texas. Bettie Jo's mother, Lucille Mitchell.

The Malew's grand-daughter made the Dean's list and was voted the outstanding pledge at Delta Gamma Sorority. Julie Frank is a freshman at University of Colorado in Boulder.

Ruth Goodman has been baking the goodies that are served at the meetings.

G.M. derived the Corvair name from the Corvette and Bel-Air per the Jeopardy program.

Can you name two U.S. Presidents that are not buried in the United States. Answer elsewhere in the Drip-Line.

To start seeds indoors or to see if last years seeds are still good--scatter the seeds on a paper towel, cover with another paper towel, dampen the towel and roll up. Place in a plastic bag in a warm room. In a few days the seeds will start to sprout.

The correct phone number for J.D. & Sue Simmons is 473-0849. Sorry Walt.

No one submitted a recipe for this month, so we are using one published by Entenmann.

The recipe for one week's
Crispy Chocolate Chip Cookies
is fairly simple:
40,000 lbs. sugar
30,000 lbs. butter
192,000 eggs
1,000 lbs. molasses
120 lbs. vanilla
500 lbs. baking soda
700 lbs. salt
42,000 lbs. flour
200 million (45-50,000 lbs.)
chocolate chip morsels
No preservatives.
Bake at 340° for 7-9 minutes.

Thanks Entenmanns

Happy Birthday Wishes,

May 3 Michael Headley
May 8 Cindi Phillips
May 13 Ronald Lenzon
May 14 Bobbie Koll

May 18 John Rosales
May 19 Jim Ross
May 27 Dale Carraway
May 31 Chuck Harlow



NEXT MEETING



BRUNCH

SUNDAY - APRIL 23rd.

10:15 Prompt

Reservations required - Call Ben or Bettie Jo Benzel at 598-6886

Cost: Adults \$6.95 Ages 5 to 12 \$3.95 Ages 4 & under Free

Pay Bettie Jo at the breakfast

Cost does not include gratuity

Reservations must be made no later than April 21st.

Location

N.C.O. Club at the U.S.A.F. Academy

After the meeting and brunch, take a ride in your Corvair around the U.S.A.F. Academy grounds. The deer are coming down from the mountains to feed.



AUTOMOBILE DETAIL TIP NO 11-02-87

Thanks to San Diego Corvair Club 11-87 issue

The following tips are reports gleaned from detailing many automobiles.

Best for cleaning: SOAP. Pass by the display of commercial car wash materials. They cost twice as much and are only $\frac{1}{2}$ as effective. The detailers favorite is, of all things "WOOLITE". A free rinsing product is the key, any of the bio-degradable detergents are good. "Amway" has good products.

To dry, use a chamois or baby diaper. Do not use cheese cloth or terry cloth.

Alkaline water spots, use synthetic rubbing compounds that work by chemical action. Buffing is needed on occasion and should be done with a lambs wool pad at no more than 1800 RPM. It is imperative to keep the buffing pad clean. Store it in a plastic bag to keep out dust and grit.

Treatment of the finish depends on condition and going through the steps with the proper products. There are five grades of rubbing compound. The first two have abrasive and the others are of a chemical nature. Sun is five times as fast to cause deterioration than rain.

Armorall contains ether and formaldehyde and is in question for use on vinyl. Use on tires as they will be replaced as they wear.



Is it a Greenvan? Is it a Corbrier? No, it's a Supervan! Or something like that...as a Greenbrier without a driver's compartment was attached to a Corvan without a rear section to become the "world's longest Corvair." (Al Audleman photo)

are

Answer to the quiz in the DO YOU KNOW page- There are five U.S. Presidents not buried in the United States---Bush, Reagan, Carter, Nixon and Ford

CLARKS CORVAIR CATALOGS ARE IN/// COST \$2.25

ENTRY # _____

TOUR TEJON '89'
May 21, 1989
Insurance Waiver

Applicant acknowledges that Pikes Peak Super Chevy's, Inc., it's members and any volunteer individuals shall not be liable for any claim or cause for property damage or personal injury arising out of participation in this event. The Applicant further acknowledges that Applicant will provide his/her own insurance and does not rely in any aspect on the insurance of the sponsor corporation, it's officers, or any volunteer individuals, and Applicant by his/her signature waives all right and claims for insurance coverage.

RELEASE OF LIABILITY & HOLD HARMLESS AGREEMENT

Applicant agrees to indemnify, save and hold harmless Pikes Peak Super Chevy's, Inc., it's members and any involved or volunteer individuals from and against any claim, cause or liability arising out of the participation in this event. Applicant hereby releases in advance all claim or cause which he/she has or might have in the future against the named released parties, and does so for himself/herself and all those who may be passengers in his/her vehicle or his/her guest.

Applicant agrees to indemnify, save and hold harmless Pikes Peak Super Chevy's, Inc., it's members and any volunteer individuals from and against any claim or cause brought by applicant, his/her estate or any passenger in his/her vehicle, which might or does arise out of participation in this event.

THIS IS ABSOLUTE & TOTAL RELEASE OF ALL LIABILITY ON THE PART OF THE APPLICANT.

I hereby pledge that I will abide by the rules and regulations as they apply to me and my party and set forth by Pikes Peak Super Chevy's, Inc.

APPLICANT _____ Date _____

REGISTRATION FORM

OWNER'S NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

VEHICLE MAKE _____ YEAR _____ MODEL _____

NAME OF YOUR LIABILITY INSURANCE COMPANY _____

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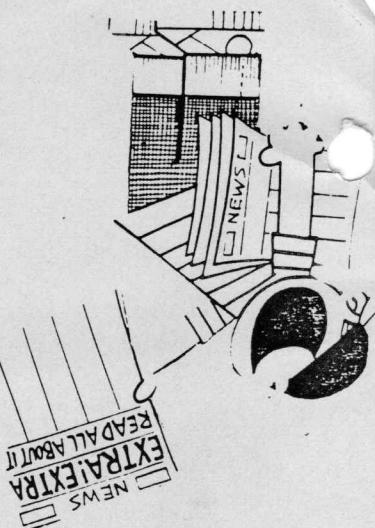
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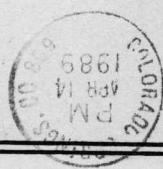
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Colorado Springs, CO 80
2322½ N. Cooper
Walter Hundertmark

SEND TO:



Colorado Springs, Colorado 80935

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



Welcome SPRING

TIME TO SPRUCE UP THE

Corvair



MEETING: May 24, 1989, 7:30 P.M.

THE DRIP LINE

VOL. — NO. 5



CARWASH TO FOLLOW

A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA



NOTES FROM THE PREZ

Thanks to all who attended the brunch at the NCO club. The new remodeling job is great and the food super as always. As citizens of this area, we should be proud of the entire installation at the Academy. Thank you Ben B. for using your great influence to have us as guests.

The Falcon and Ford Owners clubs were present too, the parking lot was filled with Fords and Corvairs. In a couple of months, we will brunch at a restaurant suggested by one of the members, hope we can remember which one. By the time you read this Tour Tejon will be history. I hope we have a good showing of cars and members.

Next on the calendar is Red River. See you at the May meeting at the clubhouse.

OFFICERS

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Vice-President	Marcia Shuck	574-5271
Secretary	Judy Carraway	637-1636
Treasurer	John Koll	593-1928
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- 7/27-30Corvair Nationals in KC



PREVIEW OF RED RIVER RENDEZVOUS

The Alpine Lodge in Red River, New Mexico, is the headquarters for the Red River Rendezvous. For reservations call Mrs. Else Woerndle at 754-02952, or out-of-state callers 1-800-252-2333.

* WHAT NOT TO FORGET:

your camera, binoculars, hiking shoes and other such stuff!
a Corvair! (Brand-X will be suitable in emergency situations.)
a jacket for those late springs evenings at an 8,750 foot altitude!
your photo collection to show Corvair pictures to your new friends!

FRIDAY, June 9 -- After unpacking, join everyone in the hospitality room for a get-together at 6:00 P.M. to see who's arrived, to buy commemorative patches, to find out what to do in northern New Mexico, and to sample refreshments. Then get to bed early to rest up for the events on Saturday.

SATURDAY June 10-- The Alpine Lodge's restaurant will be open for breakfast. After breathing crisp mountain air and doing some shopping head out to the park for games. Later there will be a picnic lunch for those who wish to partake. In the afternoon, take a hike or a drive or a nap, or just sit and talk about Corvairs for awhile. On Saturday evening a dinner banquet will be held. Prizes will be awarded in several categories.

SUNDAY, June 11-- At breakfast at the restaurant, say goodbye to all your new-found friends or old friends with whom you have shared new memories, and hope that we'll all get together again next year.

by Karen Jackson
Corvairs of New Mexico

CORVAIRS OF New Mexico would like to invite every Corvair member and their families to join them in beautiful northern New Mexico on June 9, 10 and 11, 1989. Red River is a small northern resort town, nestled in a valley of the southern Rocky Mountains at over 7,000 feet. In June the days will be cool & the night can still be rather chilly.

They plan a reception & registration Friday afternoon. Go early & have a few munchies while you meet the other Corvair fans. Saturday will be organized activities followed by a Bar-B-Q in the evening.

Sunday morning breakfast you will be on your own.

Teacher: "Tell me, Johnny, what is half of eight?"

Johnny: "Which way do you mean, Teacher?"

Teacher: "What do you mean by 'which way'?"

Johnny: "Well, on top, or sideways?"

Teacher: "What possible difference could it make?"

Johnny: "See, the top half is 'zero' but sideways, it's 'three.'"

Sunshine Magazine

SPARK PLUGS

Walt Hundertmark asked me about plugs awhile back. I had planned to try and write about different heat ranges, etc but I don't think I can write it so I can understand, let alone anyone else.

Instead, let me suggest what works for me.

* Autolite is my normal choice. They have a nasty habit of changing numbers constantly. Now the number is 425. This is a NCN powertip plug. The extended tip or Powertip makes the fire power too close to the piston, causing a hole to be burned in the top of the piston. For a colder heat range, such as needed to turbo and 140 especially on the highway in high temperatures, the 475 is a colder plug. These are gapped at .035.

Bosch has a platinum tip plug that works well in the turbo and 140. The number is w8AP. Normally the turbo is gapped at .025 but due to the shape of the electrode, they can be gapped at .028 without miss under boost.

I have not had any luck with AC plugs, gapped at .035. If you close to .030 they seem ok. At the wider gap they will miss under high load or under turbo boost. It has to do with the increased resistance under maximum charge being pumped into the combustion chamber. You can get the same load miss with poor plug wires. The same condition, higher resistance to the electrical charge due to increased load against the engine.

With the old type leaded gas, plug color told everything about the way the engine was burning. With the tip black, either oil fouling (rings) or a soot (too rich) and very white meant lean. Lean conditions also will contribute to pinging and increased head temps. The unleaded fuels tend to not build a deposit as great on the plugs. A light tan is close to ok, but the shade of tan towards darker is better. Obviously, the lack of lead makes the plug life longer too.

Talking about plug color reminds me that the second best way to see how your engine is doing is the exhaust pipe. The same applies, very few pipes are a nice gray color but more towards black but with very little soot.

Choosing the right plug is sometimes a trial and error situation. Changing plugs will help the gas mileage in a noticeable manner. Some engines like to use a particular plug so experimenting helps. Also fresh plugs will greatly reduce hydrocarbons which is why the ignition tune up is necessary for pollution testing.

Steve Goodman, President

You asked for them and they are here. "Clarks Catalogs." Call Ben at 598 6886 or 599-9725 to reserve your copy at cost of \$2.25.

FOR SALE: 1968 Monza Convertible 140/4 speed. New red paint and custom upholstery, new carpet and top. Motor rebuilt. Body rust-free. \$3800. Call Herb Miller (303) 484 8427 or 484-2855 420 So Howes, #101. Fort Collins, Colorado 80521.

FOR SALE OR TRADE: For pick-up truck, a 1965 Monza Convertible electric fuel pump, cruise, red with white top and red interior. \$2,000. A good buy! Wayne and Cindy Phillips, P.O. Box 567, Westcliffe, Colorado, 81252. No phone until July.

FOR SALE: 1963 Convertible 102 HP/4 Speed, 56,000 actual miles, correct wire caps; radials, excellent condition inside and out. \$3750. Linden Welle, 421 Cheyenne, Fort Morgan, Colorado, 80701 303-867-6589.

MEMBERSHIP: Your membership is very important to our Club. The following members have dues due. We appreciate your membership, so please remit the \$10.00 annual dues to the Pikes Peak Cervair Club to me or the Club address, P.O. Box 15034, Colorado Springs, Colo. 80935. Give me a call at 598-6886 if you have a question.

Gary Buchanan	5-89
*Art Luege	3-89
Denny Myers	5-89
Francine Webb	5-89
Linden Welle	5-89

Denotes last notice
Ben Benzel, Membership Chairman

HAPPY BIRTHDAY TO

June 7,	Sue Simmons
9	Doreen Dowsell
9	Stan Williams
13	Ruth Goodman
15	Gary Buchanan
16	Sandra Lezon
19	Ray Schick



FAVORITE RECIPES

Cool Whip and Yogurt Pie

Ruth Goodman
one package of strawberries (or any kind of frozen fruit.)

1 quart plain yogurt

1 8 or 9 oz Cool Whip

Divide fruit in half

Combine fruit and yogurt, add Cool Whip and pour in graham cracker crust and freeze. Put other 1/2 of the fruit over top of pie.

Jim Blocks Favorite Walnut Recipe

Candied Walnuts

2 cups (about 7 oz) walnut halves

1 tablespoon soy sauce

1/4 cup granulated sugar

1/4 cup powdered sugar

Salad Oil

in a 3 to 4 quart pan, bring about 2 quarts water to boiling.

Add nuts and boil, uncovered, 3 minutes. Drain well.

Return to pan and mix nuts and soy sauce. Add granulated and powdered sugars; Mix well.

Pour 1 to 1 1/2 inches oil into a wok or deep 10 inch frying pan.

Place over medium heat until oil reaches 275° on a thermometer.

Cook until nuts turn deep golden brown, 5 -7 minutes.

Lift out nuts with a slotted spoon and place on a chilled 10-15" baking pan. Using fork immediately separate nuts. Let cool until glaze is hard. Blot excess oil off nuts with paper towels.

Baked Fruit Puffs Ruth Goodman

Combine: 1 1/4 tsp baking powder, 1/2 tsp salt, 1/2 sugar

Stir: 2 tbsps shortening, until soft

Add: 1 cup flour, 1/4 cup milk, 1 egg, beat 2 min.

Put 4 cups fruit (any kind) in 8 greased cups, 3/4 full.

Sprinkle with sugar and lemon juice. Dot with butter.

Put batter on top. Bake at 375° for 35-40 min.

Chicken L'Orange Lillian Block from Sunset Magazine

Cook 2 whole chicken breast, skinned, boned and halved, in 1 tbsps oil. about 5 min, until lightly browned.

Add 1/2 cup orange juice, 1/4 cup dry white wine, 1 chicken-flavor bouillon cube or envelop, 1tsp dry mustard, 1 tsp sugar, 1/4 tsp dried thyme leaves, 1/4 tsp pepper. Heat to boiling. Simmer 10 min.

Add 3 medium-sized carrots cut into match-like strips, and 1 red pepper cut lengthwise into very thin strips. Simmer 10 min more until veg are done. Makes 4 servings, about 150 calories per serving.

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10818 NW ST HELENS HWY
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What! The Corvair's safe

truly different machine. Nader's crusade against the Corvair helped instigate hundreds of damage suits.

Even with the Corvair dead in 1971, Nader demanded assurance that the 600,000 1960-63 Corvairs still on the road would not cause "new deaths or injuries," and he berated GM officials for "enjoying the rich personal rewards . . . for shielding this corporate crime." Right on.

Did GM knowingly put a killer on the road in the Corvair? Answer: No.

In 1959, I put the Corvair through high-performance driving on the GM test tract for Sports Illustrated magazine and experienced no difficulty. But neither that ride nor the other approving test drives of that time are proof enough.

Any rear-engine car has a weight-stability problem, usually overcome by careful tire inflation and a special suspension system.

Unlike conventional cars which understeer, the Corvair oversteered (responded faster), an unfamiliar feeling to most drivers, but not inherently dangerous.

If a Corvair owner, in those days, read his manual, kept the tires inflated according to instructions and got used to oversteering, he was all right. Nader said later that was too much to expect from the ordinary driver.

Before Nader emerged, GM improved the rear end by adding a leaf-spring stabilizer and later a fully independent suspension system to further ensure handling. Corvair, before Nader, had been criticized by automotive engineers, particularly at keenly competing Ford, stuck with Bob McNamara's doggy Falcon.



ERIC POUISON

RALPH NADER

All this and the information that GM's top management bought Corvairs for themselves, their wives and children — all driving them for many years — has to be some kind of testimony. You don't want your own loved ones killed.

Epilogue to the Corvair drama?

Well, it shows how a crusader can wipe out a product. If Corvair had been produced by a relatively small corporation, that corporation might well be bankrupt today, no matter what the merits of the car.

It shows that even giant GM can learn a lesson from crusading consumerism. And maybe a few Americans learned something about one of their favorite products — the convenient, but potentially lethal, automobile.

What! The Corvair's safe after all?

WASHINGTON — Now, after two-and-a-half years of investigation by auto safety experts on Sen. Abraham Ribicoff's special subcommittee, the rear-engine, but defunct, Corvair is regarded as safe.

Ralph Nader, the evangelist who ran the Corvair off the road, immediately denounced the Senate report as "one-sided."

Egads, isn't this where we came in years ago — when bad old General Motors was saying charges against the controversial car were one-sided? Which makes me think:

Who killed the Corvair?

*I, said Ralph Nader
With anger and flair,
I killed the Corvair.*

Who saw it die?

*I, said GM.
With sad corporate eye,
I saw the thing die.*

The Corvair was already dead in September, 1970, when Nader wrote Sen. Ribicoff, charging that GM spokesmen misled his subcommittee on the safety of the 1960-63 models of Corvair and urging an investigation. Ribicoff, no fan of the auto industry, ordered a thorough inquiry.

It backfired on Nader. Instead of GM coming out the villain on the Corvair, Ribicoff's investigators concluded that it fulfilled its "corporate responsibility" because it believed the Corvair's handling and stability made it "reasonably safe for driving on American roads."

The investigators said the "clear preponderance of the evidence, much of which was unavailable to Mr. Nader," was on GM's side of the Corvair argument.

Thus the credibility of the very case which made Nader a powerful, national figure in 1966, as enunciated in his book, "Unsafe At Any Speed," is undermined by Ribicoff's report. In those days, the Corvair was bad and Nader was good. Now the Corvair is good (and dead), and where is Nader?

Nader's original charges amounted to an indictment of GM for knowingly building an unsafe car, the Corvair, making big profits and suppressing damaging information about it.

Through the mid-Sixties, Nader was a drumbeat against the Corvair, and the more GM tried to explain itself, the worse the huge corporation looked, especially after it pled guilty to hiring a detective to spy on Nader.

The Corvair, first introduced in the 1960 model year, was an instant success, selling 250,000 units. Its sales peak was 1962 with 303,000 units. In 1965, faced with competition from many other compacts, the Corvair still sold 220,000 units.

Then, Nader's charges and the great wash of publicity. In 1966, Corvair was down to 111,000 sales, and in 1967 dwindled to 30,000.

Its last model year of production was 1969, when only 2,328 Corvairs were sold.

By then, people were convinced you would be injured or killed riding in this

Walter Hundermark
2322½ N. Cooper
Colorado Springs, CO 80907

SEND TO:

Colorado Springs, Colorado 80935

Pikes Peak Corvair Club
P.O. Box 15034



THE
CHALLENGE

WE MEET



THE

DRIP LINE

VOL. ^{XII} _____

NO. 6

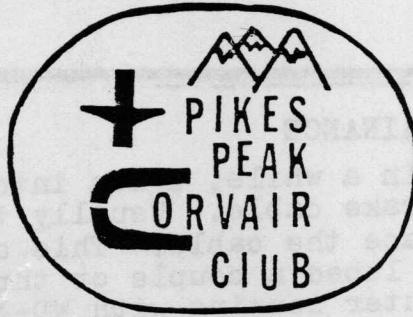
June 1989



A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA



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NOTES FROM THE PREZ

The Tri-State meet is over and also the OCC swap meet. Next on the calendar is the Festival show at Motor City on Sat. July 8, before the Pikes Peak Hill Climb. The May meeting had a much better attendance, thank you. I would like to see all of our members at the meetings, but recognize that some cannot be there and it is probably boring to some, but I appreciate the good turn outs. See you at the Clubhouse in June.



Happy Independence Day
July 4th.

Take a ride in your
Corvair



MINOR MAINTAINANCE

Every once in a while, I run into a car that has a frozen emergency brake cable. Usually there is no alternative but to replace the cable. This could be avoided if the housing was lubed a couple or three times a year. Just spray the outer housing with WD-40, it will penetrate to the inner cable.

FC owners should be aware that the clutch cable and throttle cable as well as the brake cables are in housings too and should be lubed in the same manner, maybe even more often.

RED RIVER/TRI-STATE MEET

Fourteen members of PPCC ventured to Red River, N. Mexico for the annual Tri-State meet. Included were Blocks, Ben-zels, Shicks, Shucks, Hedleys, Goodmans, Walt Hundertmark and John Dowsell.

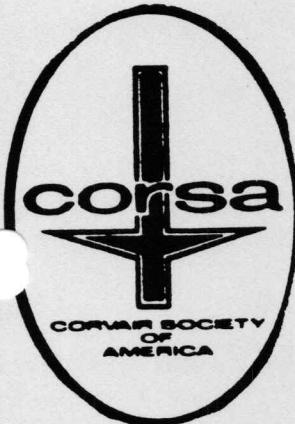
Total registered was 101 with Albuquerque having the most in attendance. There were members from Oklahoma, Arizona and California and two from Kansas City.

The town on Red River is a resort, skiing and summer tours, only 350 permanent population. The town police led a total of 38 Corvairs on a parade and then parked on main street for picture taking and letting the locals look at the cars. The rest of Saturday was spent with fan belt tossing and other games and looking at all the cars. Also some time was spent dodging the weather but all in all Mother Nature cooperated.

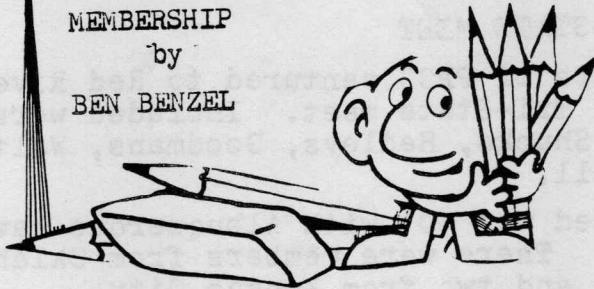
Saturday nite was food time and giving out awards and door prizes. Our own Dick Shuck won the hard luck award, on the way out of town Thursday am, the clutch started slipping on his Corvair, so they took the Thunderbird.

One of the more curious things was the fact that none of the motel rooms had telephones, only pay phones in the lobby.

The New Mexico club did a fine job in organizing the event. Next year it is Denver's turn and then ours in 1991. Be thinking of a great spot.



MEMBERSHIP
by
BEN BENZEL



Your membership in Pikes Peak Corvair Club is important to us. The following Named members have dues, new or past due, so please bring dues to the meeting or send them to Pikes Peak Corvair Club, P.O.Box 15034, Colorado Springs, CO. 80935 Please call Ben if you have any question at 598 - 6886.

Gary Buchanan	5-89
Chuck Harlow	6-89
Francine Webb	5-89

We want to welcome Barney and Dottie Smith to our fine club. They are members of various clubs and have decided to go first class. Humm//// In addition they have 12 Corvairs -- repeat 12 Corvairs. All are garaged and covered.

Ben Benzel



Barney & Dottie Smith -- 7500 Dartmouth Avenue #38 -- Denver, CO. -- 80231
Phone 303 - 695-4485

Happy Birthday! Happy Year!

July 9th	Pat Wood
July 11th	Evelyn Brown
July 13th	Ben Benzel
July 21st	Barney Smith
July 25th	Billie Vinson
July 27th	Brad Mauger



Our trip to Red River, Lillian Block

Besides renewing acquaintances of Corvair members I haven't seen in several years, I enjoyed learning more about history from our trip to Red River.

Red River came into being as a miner's boom town in the last century, the evidence of which is scattered throughout the nearby mountains. Located high in the Rockies, this alpine village offers beautiful scenery and unlimited outdoor recreation.

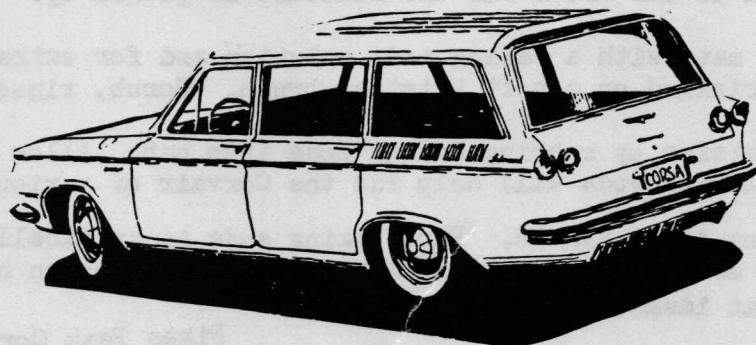
Anglo influence was first felt when mountain men came into the region in search of beaver pelts, and in the process opened the way for others. Mining camps and ghost towns dot the landscape.

Legend has it that when fire once threatened forests in the area, the Ute Indians--who were first to settle in the Moreno Valley--prayed to the Great Spirit, who obliged them by sending rain. The incident brought the name "Angel Fire" which was further reinforced when Kit Carson supplied this term to the local phenomena of early morning sunlight on dew and ice-covered evergreens. By the mid-1800's the name Angel Fire was appearing on the maps of the region.

Cimarron was part of the large Maxwell Land Grant, which at 67 square miles & 1,750,000 acres, was at one time the largest private land holding in the U.S.

Few towns can stake a stronger claim to fame than Cimarron. Black Jack Ketchum, Clay Allison, Pat Garrett, Buffalo Bill, Annie Oakley, Jesse James, Kit Carson, and Zane Grey, all either visited, worked, lived--or in some cases; died here.

Taos is at the foot of Mt. Wheeler, New Mexico's tallest peak. (13,161 ft); it looks out on a flat broad expanse of land cut by the 660 ft deep Rio Grande Gorge. The area was first settled in the 13th century, when the Taos Indians built their Pueblo north of the present day plaza. Their descendants live there yet. Because of its position as a trading outpost, Taos has always attracted diverse cultures. The Taos Pueblo, more than any other, promoted trade with the Plains Indians. When the Spanish arrived (Coronado came through in 1540) they had no trouble constructing missions (though trouble-some priests too intent of eliminating local customs were themselves sometimes eliminated). Mountain men, scouts, among them the famous Kit Carson and Anglo traders came to Taos for commerce and excitement.



Lillian Block is attending a wedding in California. Lillian acquired the following statistics from the Red River rendezvous. Sorry Ed & I were unable to attend as I understand everyone who attended, had a great time.

New Mexico Corvair Club	had	38 adults --- 10 children
Pikes Peak Corvair Club		14 adults
Rocky Mountain Corsa Club		28 adults --- 1 child
Others		17 adults --- 2 children
Corvairs ----	1961 - 7	
	1962 - 4	
	1963 - 5	Spyders 3
	1964 - 12	Convertibles 12
	1965 - 1	Pick ups 3
	1966 - 9	
	1967 - 2	

Keep your Corvairs clean, safe and ready to go with a box of Arm & Hammer baking soda.

Paste --- Mix three parts of baking soda with 1 part of water
Solution --- Dissolve 4 tbs baking soda in a quart of water
Dry --- Sprinkle straight from box

Battery - Use a baking soda paste to clean away corrosion build up from battery terminals without having to use a wire brush. The slightly alkaline paste actually neutralizes corrosion. After reconnecting the clamps to the terminals, wipe them with petroleum jelly to prevent future corrosion. Exercise caution when working around a battery as it contains a strong acid.

Car Ashtrays - Pour $\frac{1}{2}$ " of baking soda in the car's ashtray to eliminate stale tobacco odors and to aid in extinguishing cigars & cigarettes. Empty ashtray regularly and replace baking soda.

Headlights - Taillights - Mirrors - License Plates - Windshields - Wiper Blades
Make them sparkle by wiping with a damp cloth or sponge sprinkled with dry baking soda. Rinse with water and dry with a soft towel. Baking soda removes stubborn road dirt, tar and grease and won't scratch any surface.

Chrome Bumpers and Trim - Remove salt deposits & grime with a baking soda solution. For extra tough spots, use dry baking soda sprinkled on a damp sponge. Rinse with water, polish with a soft cloth and watch it shine.

Upholstery - Perk up vinyl seats by wiping with a baking soda solution, rinse & dry. For stubborn spots, use baking soda right from box on a damp sponge. For fabric upholstery, sprinkle dry baking soda on spots and stains while spill is fresh and brush it off after all the moisture is picked up.

Floor mats - Clean floor mats with a baking soda solution and for extra tough spots use baking soda sprinkled on a soft bristled brush. Scrub, rinse & dry.

Carpeting. Treat fresh stains by rubbing baking soda into map. Allow to dry and brush or vacuum off. Baking soda will help rid the Corvair of various odors & smells.

The above ideas were from ARM & HAMMER. Pure baking soda is an excellent product and has so many uses. Keep several boxes of Arm & Hammer Baking Soda on hand. Thanks Arm & Hammer for the great ideas.

Pikes Peak Corvair Club
Dorothy Malew

HEART OF AMERICA
CORVAIR OWNERS ASSOCIATION



How Many Corvairs?

1960 - Total Production 280,007

Corvan coupe, model 527
Corvan sedan, model 569
Corvan 700 coupe, model 727
Corvan 700 sedan, model 769
Monza 900 coupe, model 927

14,628	Spyder coupe, model 627	6,480
47,683	Spyder convertible, model 667	4,761
36,587	Greenbrier, model R1206	8,201
139,208	95 Corvan, model R1205	8,147
11,926	95 Rampside, model R1254	851

1961 - Total Production 323,632

500 coupe, model 527
500 sedan, model 569
Lakewood 500 wagon, model 636
700 coupe, model 727
700 sedan, model 769
Lakewood 700 wagon, model 736
Monza coupe, model 927
Monza sedan, model 969
Greenbrier, model R1206
95 Corvan, model R1205
95 Rampside, model R1254
95 Loadside, model R1244

16,857	500 coupe, model 10137	36,747
18,752	500 sedan, model 10139	17,560
5,591	Monza coupe, model 10537	88,954
24,786	Monza sedan, model 10539	37,157
51,948	Monza convertible, model 10567	28,466
20,451	Corsa coupe, model 10737	20,291
109,945	Corsa convertible, model 10787	8,353
33,745	Greenbrier, model R1206	1,528
18,489		
15,806		
10,787		
2,475		

1962 - Total Production 328,500

500 coupe, model 527
700 coupe, model 727
700 sedan, model 769
700 wagon, model 735
Monza coupe, model 927
Monza sedan, model 969
Monza wagon, model 935
Monza convertible, model 967
Greenbrier, model R1206
95 Corvan, model R1205
95 Rampside, model R1254
95 Loadside, model R1244

16,245	500 coupe, model 10137	24,045
18,474	500 sedan, model 10139	8,779
35,368	Monza coupe, model 10537	37,605
3,716	Monza sedan, model 10539	12,497
151,738	Monza convertible, model 10567	10,345
48,059	Corsa coupe, model 10737	7,330
2,362	Corsa convertible, model 10787	3,142
16,569		
18,007		
13,491		
4,102		
369		

1963 - Total Production 281,539

500 coupe, model 527
700 coupe, model 727
700 sedan, model 769
Monza coupe, model 927
Monza sedan, model 969
Monza convertible, model 967
Greenbrier, model R1206
95 Corvan, model R1205
95 Rampside, model R1254

16,680	500 coupe, model 10137	9,257
12,378	500 sedan, model 10139	2,959
20,684	Monza coupe, model 10537	9,771
129,544	Monza sedan, model 10539	3,157
31,120	Monza convertible, model 10567	2,109
44,165		
13,761		
11,161		
2,046		

1964 - Total Production 207,114

500 coupe, model 527
700 sedan, model 769
Monza coupe, model 927
Monza sedan, model 969
Monza convertible, model 967

22,968	500 coupe, model 10137	2,762
16,295	Monza coupe, model 10537	2,717
88,440	Monza convertible, model 10567	521
21,926		
31,045		

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
------	-------	------	-------

Total 1960 - 1969 Production 1,786,243

Source: Chevrolet Motor Div
the Corvan Society of America

LOCAL CORVAIR CLUB INFORMATION CALL.....

Call Steve Goodman
303-934-5027

Ben Benzel
598-6886



SEND TO:

80907
Colorado Springs, CO.
2322½ N. Cooper
Walter Hundertmark



WE MEET

1989 CHALLENGE
Washington

Colorado Springs, Colorado 80935

P.O. Box 15034
Pikes Peak Corvair Club
THE Drip Line



Taken by Jerry Card while touring in Montana
(last printed on the 9/82 WEB cover)

Thank you Spyder Web -San Francisco Bay Area Region Chapter

JULY MEETING Wednesday the 26th

THE

DRIP LINE

VOL. XII

NO. 7

July 1989



Picture of Red River, New Mexico

A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA



JOYS OF AGING

I have become quite a frivolous old gal. I'll seeing five gentlemen every day.

As soon as I wake up, Will Power helps me out of bed. When he leaves, I go see John. Then Charley Horse comes along, and when he is here he takes a lot of my attention. When he leaves, Arthur Itis shows up and stays the rest of the day. He doesn't like to stay in one place very long, so he takes me from joint to joint.

After such a busy day I'm really tired and ready to go to bed with Ben Gay. What a day !!

August Birthdays

3 Kristine Hillman
3 Evelyn Halversen
8 Judy Carraway
11 Ronna Williams
12 Joanne Seelye
12 Jeff Rains
14 Francine Webb
31 Marcia Shuck



September Birthdays

9 Ovis Rosales
15 Dorothy Malew
16 Chuck Seelye
18 Jim Block
21 Mary Mauger
22 John Glusick
25 Dorothy Myers

Happy Anniversary to

Dale and Judy for their 14th anniversary.
Dick and Marcia Shuck for their 25 years, which they
spent in Puerto Vallarta.
Dick said he had a million. Pesos that is.

For any Corvair members who have zucchini coming on, here is a favorite recipe that won first prize in the Suns zucchini contest several years ago.

Fake Raspberry Jam

Grate or grind 12 cups zucchini (be sure all the skin is peeled or the jam will have black specks)

Cook for one hour over low heat.

Add: 1 large can crushed pineapple (juice and all)

1/4 cup lemon juice, 2 packages MCP pectin.

Bring to boil. Add 12 cups sugar. Bring to boil again. Boil 12 minutes. Remove from stove, add 4 packages raspberry jello. Stir well, Pour into sterilized jars and seal.

1/2 of this recipe will make 5 pints. I use the same amount of pineapple for 1/2 recipe. Lillian Block

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RENEW NOW PLEASE.

*Gary Buchanan	5/89
Chuck Harlow	6/89
George Hupp	7/89
Wayne Phillips	7/89
Jim Ross	7/89
T.D. Simmons	7/89
Francine Webb	5/89 <i>Final</i>
Robert Wenc	7/89

*Denotes final notice.

We want to welcome Dale Weaver from Cripple Creek as a new member. He attended our June meeting and we appreciate that. Dale has 17 Corvairs, repeat 17. He restores them and that is neat. His address is P.O. Box 75, Cripple Creek, Colorado, 80813. Phone 719-689-2804. Thanks for joining us.

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WALL'S CORVAIR UNDERGROUND
10818 NW ST HELENA HWY
PORTLAND OR 97231

Judy Carraway is selling Avon products. Ben and Bettie Jo are going to Florida, then back to Kansas City for the Corsa convention.

The Pikes Peak Corvair Club had nine members showing their Corvairs at Mission Trace Shopping Center on Saturday for the car show. Walter Hundertmark, Ben Benzel, Dick Shuck, Marcia Shuck, Evelyn Halverson, Sandy Lezon, and John Koll and John Dowswell, and Jim Block. They stuck it out through three thunderstorms from one o'clock until 6 P.M.

The picnic in Elizabeth is put on hold. More information at the meeting.

Pres. report didn't make it from Denver.

Another new member signed up at the Hill Climb Show, Brian M. Dubits, 3530 Palmer Park Blvd, Colorado Springs,

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685-5848

P.O. Box 952

Manitou Springs, Colo
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parts to fit your needs.

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4000 N. 17TH ST. COLORADO SPRINGS, CO 80907
719-590-1200

MINUTES FROM JUNE 28th MEETING

Judy Carraway, Secretary

Twenty-three people were present at the June meeting. The meeting was called to order by Steve Goodman, Pres at 7:40 p.m.

If you don't have your name tags, get one. They come in Silver or Gold.

Our many thanks for those who went on the Red River Run.

John Koll said there was \$721.26 in the Treasurery.

New members are:

Barney Smith and Dale A. Weaver

New Business: Elizabeth Picnic will be August 13th at 11:00 a.m. Meet at Chapel Hills Parking lot at 9:30 a.m.

August 23rd Corvair meeting will be outside at the Club House at 6:00 p.m. for dinner. We will be calling ladies for salads and desserts.

In September Jim and Pat Wood are coming for a visit.

Walt Hundertmark won 2nd place in the Denver Truck Show.

OCC Report: Walt said that Mr Connally is O.K. from cancer.

A recent problem has developed with car club shows. A law just passed this year levies a \$2,500 fine on any organization allowing three or more vehicles with "For Sale" signs to be on a piece of property unless that organization is a licensed Colorado car dealer.

West Coast CCC has a law now to ban old cars, 25 years or older from the streets in California.

Pikes Peak Rodeo Parade is August 9th, Wednesday.

Meeting was adjourned at 8:30 P.M.

Anyone wanting yellow Columbine seed, bring a plastic or glass jar to the meeting. Lillian Block.

Hank Brown, Owner
221 North Iowa
Colorado Springs, CO 80909

632-2843

CORVAIR SERVICE

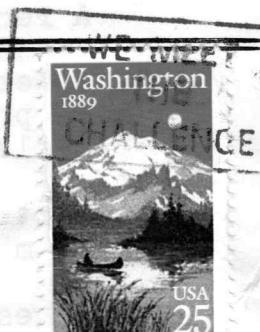
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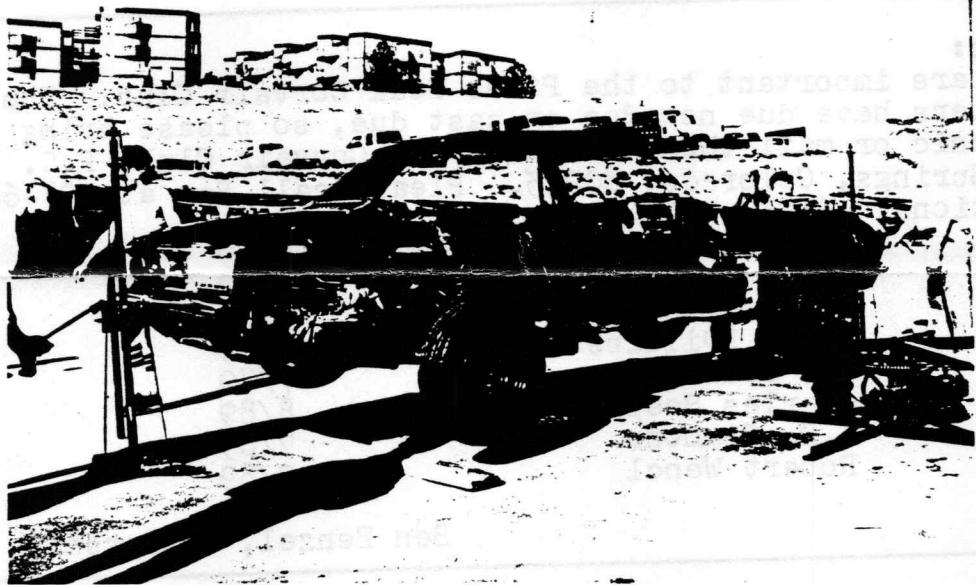
AUGUST MEETING: NCOACLUB, BARBECUE, August 23, 1989

THE

DRIP LINE

August 1989

VOL. XII NO. 8



HILL CLIMB SHOW, COLORADO SPRINGS

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Member at Large	Ray Schick	392	8224	
OCC Rep.	Walt Hundertmark	632	2865	
Drip Line	Jim & Lillian Block	392	8213	
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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.

Membership:

You are important to the Pikes Peak Corvair Club. The following named members have due now due or past due, so please bring your dues to the picnic or mail them to Pikes Peak Corvair Club, P.O. Box 15034, Colorado Springs, Colorado, 80935. Please call Ben at 598-6886 if you have questions. RENEW TODAY !!

Frederick A. Dodd	8/89
Chuck Harlow	6/89
George Hupp	7/89
Wayne Phillips	7/89
Jim Ross	7/89
Charles Seelye	8/89
J.D. Simmons	7/89
Robert Wencl	7/89

Ben Benzel, Membership

Nye and Ray Schick, Steve Goodman, Walt Hundertmark all entered Concours at the Convention. Nye's car scored 78 points and received a pretty ribbon. That was their 1st Concours and a lot was learned. Ray also was judge in early model concours - a real job and we thank you Ray. Ray also entered the Autocross and Gymkhana Rally and Econ run. He did it all and for the first time. He said it was a lot of fun and great experience. The Convention, being the first for Ben and Bettie Jo, was well attended, good fellowship, good buys on parts and a lot of fun. Next year it will be in Ontario, California. Plan now for 1990. The Heart of America Corvair Owners Association did a great job in hosting the 1989 Convention.

BARBECUE at NCOA on August 23, 1989, beginning at 6.P.M.

Bring salad or dessert.

Meat, drinks and table settings will be furnished by Club.

SCME KIND WORDS FOR AN OLD FRIEND

Remember the days when you could go into a parts store for a head-light and the only choice was between high or low beam? Headlights were round - that was the law. Like ladies' hosiery "one size fits all!" If a bouncing road rock were to wipe out one of your bulbs, you could buy a new one anywhere for two dollars; or swap out with the old man's Ford that was parked next door while he took his afternoon nap. Ye, those were the good old days.

So what happened to standardization? Who is to blame for making the big change to the radial, aerodynamic design headlight units we see on the road today? Would you believe it all started with the MONZA? No, not our Monza. It was that cheap son-of-a-Vega that entered the market in 1973. It had rectangular bulbs. Was it all a Communist plot? Was it a last ditch effort by Ralph Nader to once again defame the Monza name? Certainly it was not a new idea, but seemingly an idea WHOSE TIME HAD COME.

Soon everyone was changing headlight designs from round to rectangular, to whatever. I guess the main issue is whether the consumer (you and I) got the best of the deal. Yes, I'll agree that the sweeping contoured styles of the new-car-look is appealing, but none of them have the character of either of my CORVAIRS (one early, one late). And just what happens if that same old bouncing road rock shatters your new car headlight lens? If you're driving an '89 Thunderbird, it's \$50.97. An '89 Beretta lens will set you back \$101.15. Even worse, an '89 Maxima costs you \$121.90 just to replace one side! Compare that to getting both high and low beams for your VAIR for \$7.60. Besides that, ask anyone who owns one of those newer cars how tough it is to correctly direct the light beam - it's a job better left to your local \$20-per-hour mechanic at Firestone. Of course, if your new car bulb also gets broken or burned out (yes, lens and bulbs are separate items now), a single bulb is \$25 or more - each. Do you think the driver of that new Toyota will be singing "Oh, what a feeling!" when he gets shafted for over \$150 on a headlight job?

The next time you get ready to go somewhere and can't choose between your brand new, anti-pollution, anti-locking, anti-human road machine or your good old VAIR, take a look at the whole picture before deciding which car is more practical.

Ed Murphy
Corvair Houston

Carl Benz (1844-1929) and Gottlieb Daimler (1834-1900) are usually considered to be the two most important contributors to the gasoline engine automobile.

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PRESIDENTS MESSAGE
OLD CAR COUNCIL of COLO.

Thanks to all who attended the July 5th special O.C.C.C. legislative meeting. I know the very few clubs representatives absent had good excuses!

The guest speakers on our special panel, lobbyist Leo J. Boyle and attorney/CPA Berkley Rasband, did a superb job in educating us and answering questions concerning the lobbying issue. Your vote of confidence in this matter shows a genuine interest not only in preserving the future enjoyment of our hobby but also the huge financial investment we have.

A GIANT STEP FORWARD!

The legislative committee at its last regular monthly meeting, July 17th, worked on the next basic steps. They included: A. When and how to assess member clubs the \$2 per member fee. B. When and who to hire as our lobbyist. C. Steps the Council (all member clubs) can take to make our presence and interest known. D. Corporate name to lobby under.

Due to a continuous time factor, the legislative committee assumes and accepts the responsibility of implementing most actions deemed necessary in the best interest of the Council and hobby. The committee is and always has been open to anyone interested in legislation and encourages involvement either by phone, letter or personal attendance at committee meetings.

It was decided that due to interim State Legislative Committee meetings during the months of August, September and October, we should be represented as these meetings are a forecast of bills and actions currently being considered for introduction next year. It is always easier to effect a change now than after the bill has been introduced. We can be in on the ground floor, so to speak.

It was decided that due to the time element involved and the very favorable information received and Council members response, that Leo J. Boyle be retained immediately to represent our interest at this time in issues of concern to the hobby during this late summer interim State Legislative Committee meetings.

It was decided that an assessment of 50¢ per O.C.C.C. club member (Colo. members only), based on September 1, membership, be collected at the September 6th O.C.C.C. meeting to cover the last quarter of 1989, (October-December). Also, that \$2 per club member be submitted based on December 31, membership, along with Council membership application due in January. The committee feels that the honor system should be sufficiently effective in these assessments as the money collected is directly related to the amount of representation and benefit received. Cheating will not only hurt you but also your fellow hobbyist.

It was decided that a letter of introduction to the Old Car Council Of Colorado be mailed to each of the 100 Legislators/Representatives and that a list of same be provided to all Council members. Hopefully clubs/members will invite area legislators to major club events and/or activities promoting the hobby. (Be Nice!)

It was decided to select a name for the lobbying corporation at the next O.C.C.C. Legislative Committee meeting on August 15th.

The O.C.C.C. Legislative Committee will be glad to attend any member club meeting to answer concerns relative to lobbying. Bob Tone, our committee spokesperson, can be reached days at 744-4065 or perferably evenings at 761-4561. The committee also encourages Old Car Councils in other states that do not already have a lobbyist to explore the issue and perhaps some day we will have a lobbyist in Washington!

Respectfully Submitted,



Barry L. Abels, Pres.
Old Car Council Of Colorado

UNITED WE DRIVE, DIVIDED WE PARK

PIKES PEAK FESTIVAL SHOW

The show can be described in two words, good and hot. The following members braved the heat and brought their cars: Ben Benzel, Jim Block, Walter Hundertmark, Ray and Nye Schick with both of their cars, Dick and Marcia Shuck, Ron and Sandy Lezon, John Dowswell, Art Luque and Steve and Ruth Goodman. In addition, the cut away was on display. Thank you John Koll for taking the time to bring and pick it up and to those who helped clean and load it.

The show and displays were interesting, many very good cars and the big 3 had display vans. Plus, from Texas a Tucker and replicas of Bill Elliot's Ford T-Bird, a racer from Audi and others.

In talking with Jeri Sutton, one of the organizers, the car dealers were fairly happy with the turn out. If this goes into the next year, Maybe the clubs can get some money back. Thanks again to all the above and thanks to Ron and Sandy for bringing watermelon back at supper time. By the way, we picked up a couple of new members too.

HOT WEATHER AND THE CORVAIR

The heat is not a forboding factor of air cooled engines. The main thing is that the air has to flow through the cooling fins and get out. Remove the oil cooler cover and make sure the fins are clean on top. Run water though the fan and down through the cylinder fins (not while the engine is real hot) to clean those fins. Removing the lower shrouds where the thermostats are will reduce head temp 50°. The engine seal to body must be tightly in place to keep the lower engine heat from being pulled back into the cooling fan.

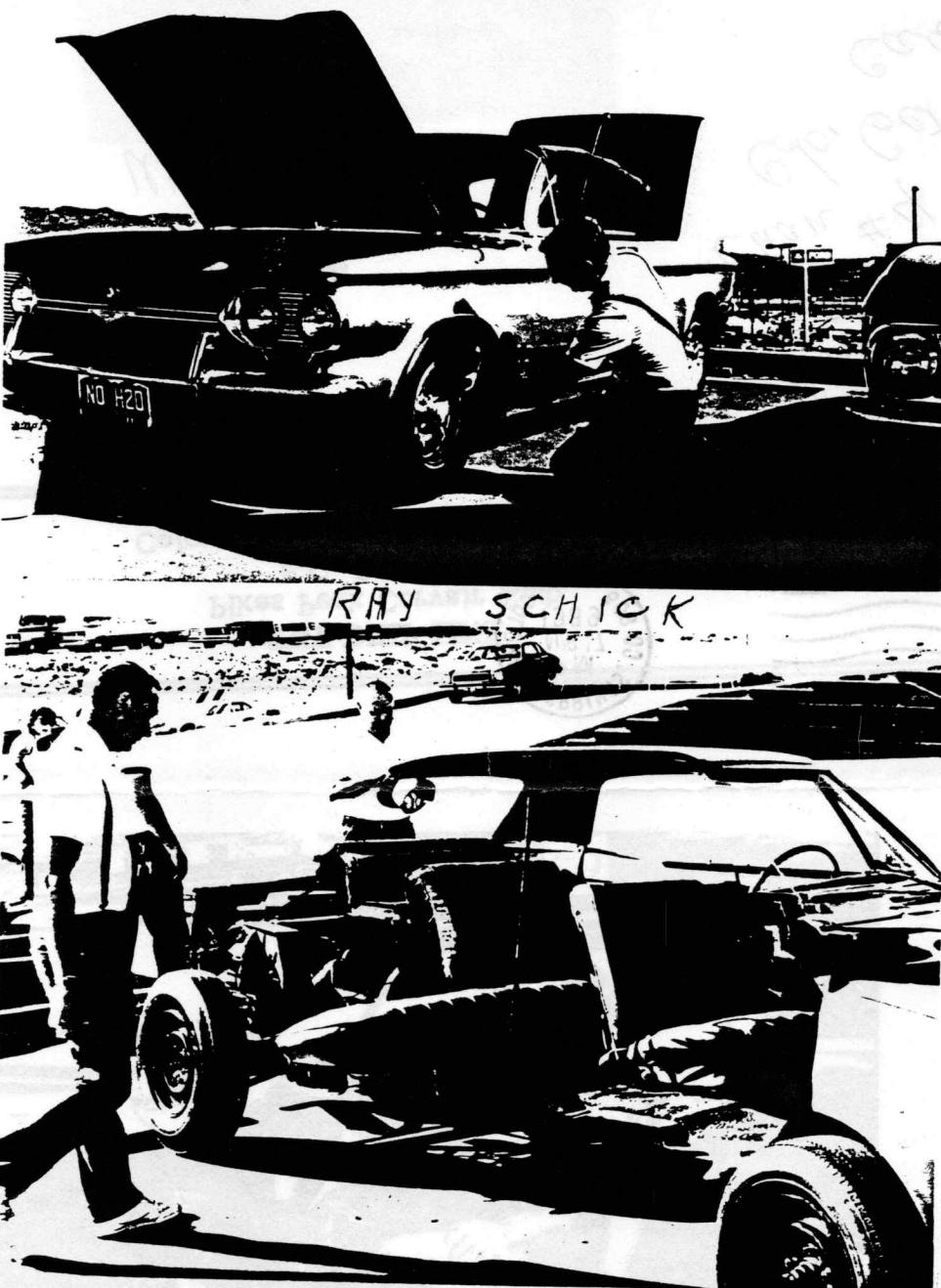
Watch your timing and spark plug heat range, if the engine is allowed to ping, it will build heat, the more heat the easier to ping.

When your engine is fully up to operating temp on a hot day, do NOT shut your engine off immediately, let it idle for a couple or three minutes. This will drop the head temp and in addition to cooling down the engine and the oil, you will be less prone to dropping a valve seat.

Steve Goodman, President

HILL CLIMB SHOW, COLORADO SPRINGS

Pictures taken by Sandy Lezon



A picnic and barbecue was held at Castle Rock, Centennial Park August 13 with Denver's Corvair Club. We had a good attendance and lots to eat. The Denver Club did all the work in cooking hamburgers and hot dogs. Thank You.

Ellen Fisher is home from the hospital after a car accident. Her ribs are healing fine.

Malews and Blocks went to the Museum of History in Denver, and are knowledgeable about Horace A.W. Labor and Baby Doe and the Matchless Mine. For around 14 years they had a million dollars a year, back in 1883, then were destitute, and Baby Doe died at the mine shack, frozen to death in 1935.

2322½ N. Cooper
Colerado Springs, Colo
80907

SEND TO:

THE Drip Line
Pikes Peak Corvair Club
P.O. Box 15034
6089 1989
11/17 1989
Colorado Springs, Colorado 80935



MINUTES FROM JUNE 28th MEETING

Judy Carraway, Secretary

Twenty-three people were present at the June meeting. The meeting was called to order by Steve Goodman, Pres at 7:40 p.m.

If you don't have your name tags, get one. They come in Silver or Gold.

Our many thanks for those who went on the Red River Run.

John Koll said there was \$721.26 in the Treasurery.

New members are:

Barney Smith and Dale A. Weaver

New Business: Elizabeth Picnic will be August 13th at 11:00 a.m. Meet at Chapel Hills Parking lot at 9:30 a.m.

August 23rd Corvair meeting will be outside at the Club House at 6:00 p.m. for dinner. We will be calling ladies for salads and desserts.

In September Jim and Pat Wood are coming for a visit.

Walt Hundertmark won 2nd place in the Denver Truck Show.

OCC Report: Walt said that Mr Connally is O.K. from cancer.

A recent problem has developed with car club shows. A law just passed this year levies a \$2,500 fine on any organization allowing three or more vehicles with "For Sale" signs to be on a piece of property unless that organization is a licensed Colorado car dealer.

West Coast OCC has a law now to ban old cars, 25 years or older from the streets in California.

Pikes Peak Rodeo Parade is August 9th, Wednesday.

Meeting was adjourned at 8:30 P.M.

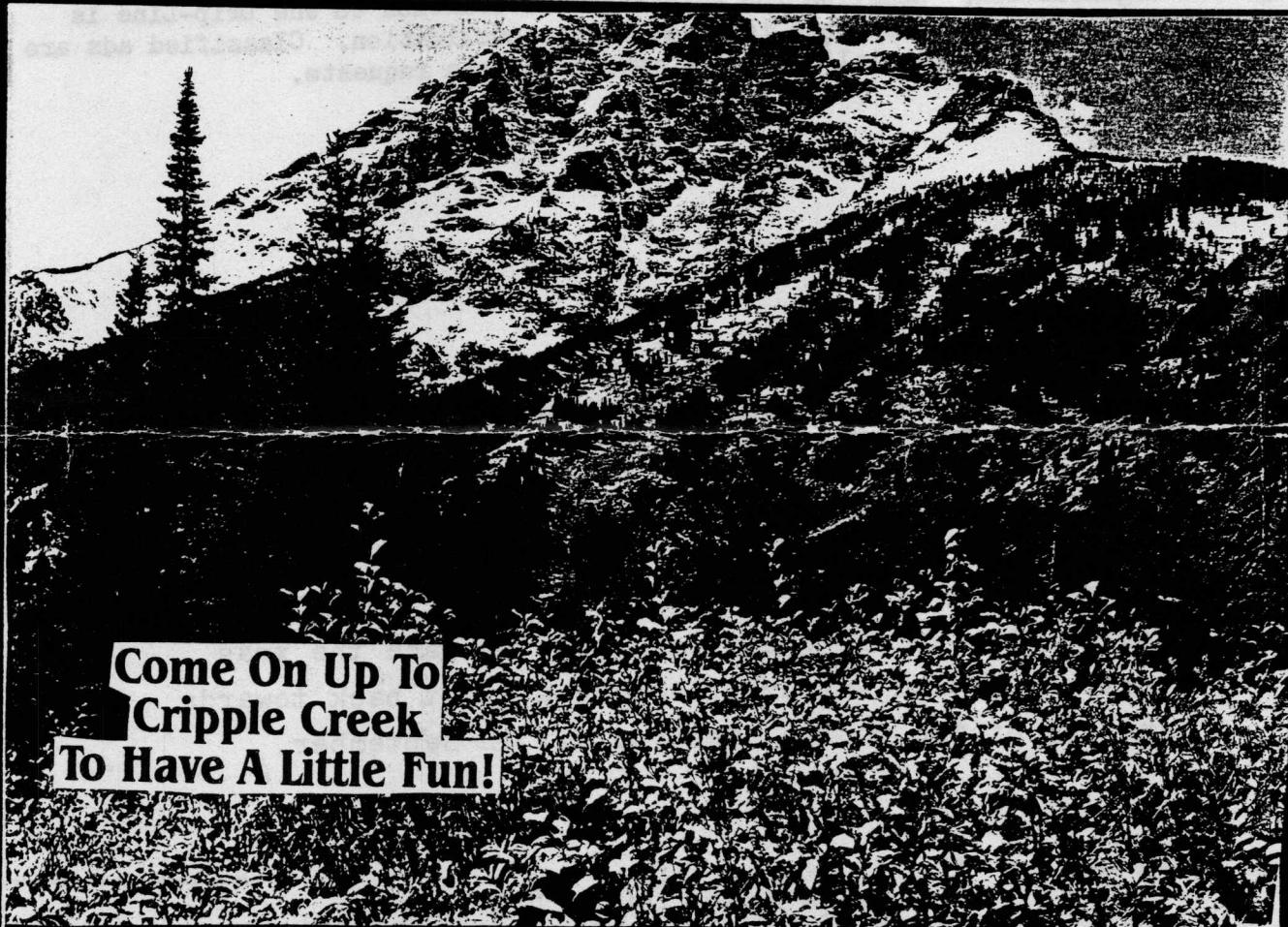
Anyone wanting yellow Columbine seed, bring a plastic or glass jar to the meeting. Lillian Block.

Next Meeting - SEPTEMBER 27th at the N.C.O.A. Clubhouse

THE DRIP LINE

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NO. 9 - September 1989

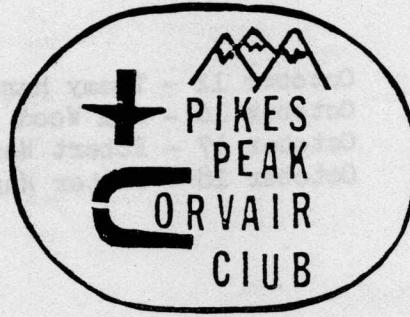


**Come On Up To
Cripple Creek
To Have A Little Fun!**

A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA



OFFICERS

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Vice President	Marcia Shuck	574-5271	
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NOTES FROM THE PREZ

Thanks to all that attended the August meeting. The picnic idea seems to work well towards the end of summer. Special thanks to Ben and Jim Block for the cooking chores. We picked up a couple of new members at the July meeting. Thank you Marcia for being there. Look elsewhere in this issue of the DRIPLINE for details of the upcoming Aspen tour and the xmas party. Jim and Pat are planning a visit back towards the end of the month. See you all in September.

Happy Birthday! Happy Year!

October 12 - Tommy Harlow
October 16 - Jim Wood
October 17 - Robert Wencel
October 18 - Walter Hundertmark

SUMMER IS ENDING

Fall and cooler weather are just around the corner. Now is the time to begin thinking of all the winterizing for our favorite car.

Wiper blades, washer fluid (and making sure the pump works) brakes, tire quality, heater hoses, thermostats and making sure no oil leaks will smell therinside. Also check the heater mctor for good output.

Two of the above deserve more mention, first the washer pump. If your pump does not squirt, don't rebuild it (unless you have to be stock). Replace with a pump made by ANCO. It is simple to hook up and wire into the push button that you now use and will really squirt.

The second is the blower motor. Everyone now knows that some blowers blow more than others. Surprisingly enough the better output motors are cheaper than the old stock. Also GM has a fan cage made from nylon, one peice and lighter in weight.

THANK YOU

As I said at the August meeting, that meeting marked the end of one year of my tenure, taking over from Jim Wood.

I would like to take an opprotunity to thank some of the folks that really made your club work for you, and have made an easier time for me too. In no special order, Walt Hundertmark who drive to Denver each month for the OCC; Ben Benzel who makes the club house available, as well as the NCC club and takes care of membership and name tags plus helps on the newsletter, John Koli who makes himself and trailer available on short notice, as well as watching the money; Jim and Lillian Block and Ed and Dorothy Malew for doing the DRIPLINE each month; Marcia Shuck for doing my job because I live 70 miles away and everyone else who has put cars in shows,parades worked at swap meets and mall shows and all who attend the meetings each month.

Thanks to you, PPCC is a good, growing active club that you all should be proud of, I am proud to be a part of it too!

Hooray for Autumn

September is my favorite month,
It's time to close the pool,
Say goodbye to the neighbor's kids...
And send mine off to school!

—Virginia M. Maurer

MEMBERSHIP

Your membership is important to Pikes Peak Corvair Club. The following named members have dues now due or are past due. So please consider continuing your membership for only \$10.00 a year. Dues can be mailed to Pikes Peak Corvair Club, P.O.Box 15034, Colorado Springs, Colorado, 80935. Please call Ben Benzel at 598-686 if you have any questions.

Frederick A. Dodd	8-89
Herbert Miller	9-89
*Jim Ross	7-89
Charles Seelye	8-89
*J.D.Simmons	7-89
Bill Woodman	9-89

*Denotes FINAL NOTICE

Thanks for re-newing today

Ben Benzel - Membership

ASPEN COLOR TOUR TO CRIPPLE CREEK

~~X~~ The Aspen color tour is scheduled for Sunday - September 24th. Meet at Dennys Restaurant at 315 W. Bijou, across from Raintrees, 9 A.M. Leaving Dennys at 9:30 sharp.

OCTOBER (SUNDAY BRUNCH)

Rocky Mountain CORSA will be traveling to the U.S.A.F. Academy N.C.O. Club on October 15th at 11:00 A.M. for brunch and socializing. Our club will be joining them for that social which will be our October meeting. Reservations are very important so you will have a place to sit. Call Marcia Shuck at 574-5271 or Ben Benzel at 598-6886 to reserve your spot. Reservations should be made not later than October 12th. Cost for the brunch is: Adults \$7.95--Children (5-12) \$3.95 4 years and under are free. Hope to see you there for a very nice gathering.

celebrating his new wealth. He sold his claim for \$500, never dreaming that more than \$350 million in gold ultimately would come from it and the claims that followed.

Skepticism forestalled an immediate rush, but by late 1891 the "300 million cow pasture" was crawling with prospectors. A townsite was platted and within 2 years housed a population of about 18,000. After fire leveled the town in 1896, rebuilding was done with brick; most of the present-day structures date from this period.

Reminiscent of the days when five opera houses provided entertainment for the miners, old-time melodrama is presented in the Gold Bar Room of the Imperial Hotel during the summer.

Cripple Creek is reached from Colorado Springs by US 24 and SR 67; the adventurous can take the Gold Camp Road over the mountains. The Phantom Canyon Road runs south from Cripple Creek through Victor and the canyon to US 50, 7 miles east of Cañon City (see description). Only experienced mountain drivers should attempt the Gold Camp and Phantom Canyon routes; check road conditions before starting.

CRIPPLE CREEK AND VICTOR NARROW GAUGE RAILROAD, at Cripple Creek District Museum, offers a 4-mile, 45-minute trip behind a coal-burning steam locomotive through an area of abandoned mines. Daily 10-5, Memorial Day-first week in Oct. Adults \$4.75; senior citizens \$4.25; ages 3-12, \$2.75. Phone (719) 689-2640.

CRIPPLE CREEK DISTRICT MUSEUM, Bennett Ave., includes the Assay Office and Heritage Gallery. Daily 10-5, May 30 to mid-Oct.; Sat.-Sun. 10-5, in winter. Adults \$2.25; ages 7-12, 50c. Phone (719) 689-2634.

MAGIC LANTERN THEATER, SR 67 and Bennett Ave., presents "The Cripple Creek Story," a multimedia account of the town's lively history. On the grounds are the original Porcupine Gold Mine and the Ore House Museum. Daily 9-5, May-Oct. Adults \$2; ages 6-17, \$1. Phone (719) 689-7790.

MOLLIE KATHLEEN GOLD MINE, n. edge of Cripple Creek on SR 67, offers 40-minute tours 1,000 feet underground. Daily 9-5, May-Oct. Adults \$6; under 12, \$3. (719) 689-2465.

Forty members and guests were at the Barbecue and August 23 meeting.

John Koll has Walls Underground Corvair Catalogs for \$2.00 each.

John Koll reported \$793.47 in the Treasury.

Our picnic cost \$97.00

NEW BUSINESS:

Denver Club will meet October 15 at 11:00 A.M. for Brunch-\$7.95.

We haven't made up our minds to go Sept. ^{17th} or the 24th to see the Aspen trees. We will meet at Denny's on Bijou at 8:30-9:00 A.M.

The Christmas party is at NCO Club ~~AF~~^{VS} A, THE 20th of December, a Wednesday, at 7:00 P.M. Bring a gift. Deadline is the 15th of December to get in your check for the dinner. Make checks payable to NCO Club.

John Koll has 2 cars in the movie "Incident at Lincoln Junction." with Walter Mattau. He shuttles the cars from movie set to movie set on his vehicle trailer.

OCC Car Show October 20-22. Ray and Nye Schick, Steve Goodman Walter Hundertmark will enter their cars in the show. The OCC has passed out the checks for the last Swap Meet. The PPCC received \$320.00. Tickets for the show are \$4.00 in Advance \$5.00 at the door.

Thanks to Ben and Jim for cooking at the Barbecue.

Ladies don't forget to put in your favorite recipe.

Meeting was over at 8:05 P.M.

Walter has information on the Corvair truck Club "The Corvantics."

Thanks to everyone who came to the Barbecue August 23rd. A great turnout and lots of visiting.

Judy Carraway, Secretary

Judy Carraway sells Avon. If you need a Avon lady call 637-1636

Members may put an ad in the Drip Line.



The following is an edited, condensed version of a fascinating 3 page article, reprinted in the March issue of Capital City Corvair Club's newsletter, the "Exhaust". Unfortunately, the story (probably from a car collector's magazine) was not dated. However, three clues point to an early 1960s publication: (1) the price of the finished product. (2) The first American front-wheel drive car was not then in production. (3) Who's ever seen one?

Is America Ready for the Cord?

YOU may be too young to remember the Cord automobile, but surely must have seen one at car shows or antique auto museums. When Errett Lobban Cord introduced his new automobile in 1936, it was the hit of auto shows and the darling of the press. "The most daring innovation of the Cord was its styling. At a time when most automobile still looked like buckboard wagons with an engine up front, where the horse should be, the Cord was completely modern. Designer Gordon Buehrig, who was only 30 at the time, made the automobile a smooth flow of straight line and graceful curves. The car was a foot lower than its contemporaries so that it hugged the road at speeds of 100 MPH. It had no running boards. To keep the design clean, Buehrig concealed the radiator behind that bold hood, and the headlights in those bold fenders. He even managed to hide the door hinges and the gas cap."

Buehrig gave the interior of the Cord an air of opulence. The magnificent instrument panel was made of polished metal with dozens of shimmering highlights overlapping one another, and clusters of dials and gauges that glowed at night with a soft green light. At night, however, the driver had the fun of turning little cranks on the dashboard that opened panels in the fenders and rotated the headlights into position. A Cord owner spent much of his time impatiently waiting for darkness to fall so that he could crank his cranks and gloat over his instrument panel.

With all this going for it, the Cord was doomed to failure. There were some mechanical troubles, but the main problem was that the Cord was a luxury car appearing in the middle of an economic depression. The models ranged in price between \$2,000 and \$3,000 at a time when a Buick could be bought for less than \$1,000. Production ended in 1937 and only 3,100 were sold.

Many a young man would succumb to the lure of this magnificent machine, but none to the extent as Glenn Pray. He was its devotee from the moment he saw one (the Cord 810) traveling along a highway near Beaumont Texas, in 1941. During the intervening years, Pray restored and rebuilt as many of the machines as he could find. "When that supercharger cuts in at about 200 rpm, the whine makes the chills go right and down my spine....."

At the age of 39, Pray was preparing to bring the Cord to life again. In 1960, with the financial backing of Wayne McKinley, (at that time) a Chevrolet dealer in O'Fallon, Illinois, Pray bought the entire inventory of Cord parts from the factory in Auburn, Indiana, and set up shop in an old pickle factory in Broken Arrow, Oklahoma.

"Pray and McKinley knew they couldn't duplicate the old Cord---Still, they realized that the new Cord would have to be as authentic as possible to trade on the mystique of the old. Like the original, for example, their car would have to have front-wheel drive. This presented a major problem, since no one in this country was making a front-wheel drive unit they could buy. Pray figured, however, that Chevrolet's Corvair engine, which is mounted in the rear of the car and sends its power directly to the rear wheels, would also work if it were mounted

"Chevrolet's engineers eventually agreed that Pray was right - the Corvair engine would work up front in a Cord - and the company agreed to sell him the package of an engine, transmission and differential--- The Corvair power unit can be serviced by just about any mechanic in the country, and although Chevrolet dealers will be under no obligation to work on the Cord, they are unlikely to turn away the business when the cars start rolling in ----- (Interestingly, it has been reported that GM'S Oldsmobile division will introduce its own front-wheel drive automobile this fall - a six passenger car called the Toronado---)"

The bodies were to be made of a U.S. Rubber thermoplastic laminate, called Royalex, and apparently some of the facsimiles were produced - and were good enough to impress the original designer, Gordon Buehrig, who said, "It's lower relative to its width. I drove one the other day and I was not aware of its being any different from the old Cord."

"The new Cords will range in price from \$4,000 for the basic car to \$6,000 for one with all the extras, including a supercharger unit with exhaust pipes that emerge from the side of the hood in two gaudy curves of chromium and disappear into the fender----- He already has about 80 orders with 25 percent deposit."

The author ended with: "Recently I ducked my head and slid into one of the two prototype cars for a test ride. The door closed with a solid thunk, and there in front of me was that gleaming instrument panel with the row of great circular dials.....

"The Corvair engine had a deep and satisfying rumble, not the hysterical chatter of a sports car. We took a sharp turn with just the slightest sway.....

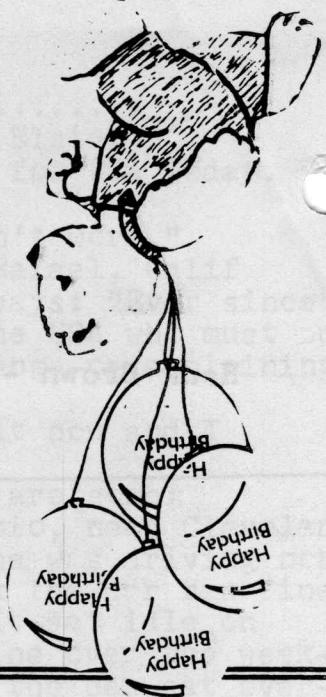
"Two teen-age boys lolling along on their bicycles glanced up quickly as we went by..... They stopped, turned around and stood there in the road staring after us. They were still staring when we rounded a corner and disappeared."

Now, if you aren't just a little bit tear-eyed, you don't deserve to have a smooth-running engine ! How about one of those prototypes for Concours at a CORSA convention ! If anyone knows the rest of the story, please share it with us, although I fear there is not a happy ending.



"You were warned . . . The sign back there said
'Fork in Road Ahead.' "

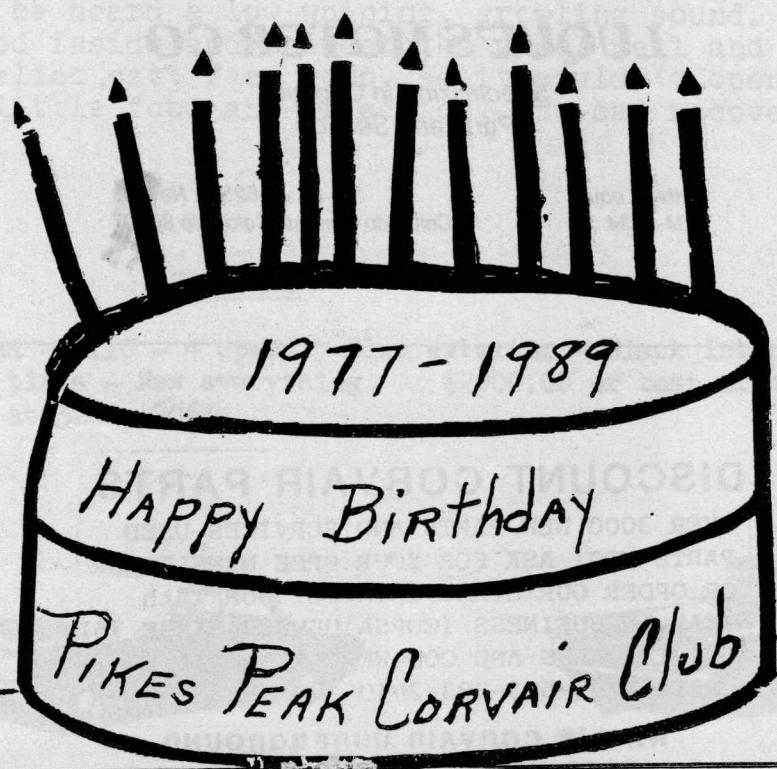
ED MURPHY



SEND TO:

Walter Hundertmark
232½ N. Cooper
Colorado Springs, CO.
80907

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



THE

DRIP LINE

VOL. XII

NO. 10 - October 1989



A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA



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Vice-President	Marcia Shuck	574-5271	
Secretary	Judy Carraway	637-1636	
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NOTES FROM THE PREZ-

Thanks to all that attended the meeting. Also a special thanks to Dale Weaver for setting up the aspen tour through Cripple Creek and Victor. The drive and scenery were great and his narration of some of the sites was very interesting.

Remember in October that we host the Denver club at the NCO club for brunch at 11:00. Ben Benzel must have a head count so call him if you are going before the 12th.

No meeting on Wednesday, and the Nov meeting has been moved up a week to miss Thanksgiving.

Jim and Pat Wood were in the Springs on vacation and attended the aspen tour but were kept very busy through the week and were sorry that they couldn't be at the meeting.

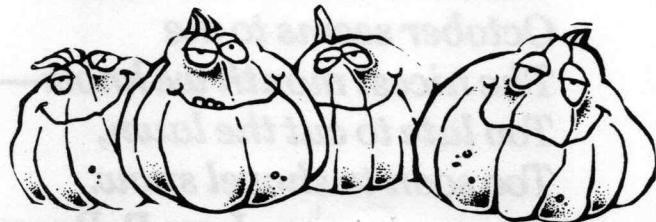
See you all at the NCO club.



OCTOBER MEETING ---SUNDAY OCTOBER 15th

A brunch at the U.S.A.F Academy N.C.O. Club at 11:A.M. Reservations are very important and must be made before October 12th. Call Ben Benzel at 598-6886 or Marcia Shuck at 574-5271. Adults \$7.95-Children (5-12) \$3.95. 4 years and under are free.

The Rocky Mountain CORSA club will be there for socializing and brunch. Don't miss a good time!



CLUTCH CHATTER

Ben Benzel asked me to write about clutch chatter, could it be that you have a problem Ben?

The chatter generally comes from an uneven separation between the flywheel and pressure plate. Instead of a complete release between the two and the disc, one side is slow. It is usually the fault of the pressure plate, one spring is weaker than the rest. It can also be from a badly warped clutch disc or a warped flywheel. If all the clutch parts have been in the car for some time, chances are that the pressure plate is the culprit.

It is possible too that the transmission mounts and or the rear engine mount are bad. In the case of bad mounts, the power train is not being held secure in place and the vibration of the pressure plate releasing causes the powertrain to move.

One last possibility is that the clutch disc facing is uneven due to shredding some of the facing.

JUST PLAIN CHATTER

Several items came up at the meeting that you can read about in the minutes, but deserve reading again.

First, our condolences to Walt on the passing of his father.

Second, the OCC car show on Oct 20-22 if someone wants to come to Denver to work the booth, call either me or Walt for schedules.

Next, George Hupp showed up at the meeting driving a new (to him) 1966 4-dr. A very nice looking car. He and Cindy will have the Corvair market cornered at this rate.

Last, the nominating committee was selected. It was Ben and someone else that I have forgotten, (brain fade). When they call you, volunteer for something except for treasurer. John Koll has only got a few years before he can receive full retirement for that job.

One other item, on the weekend of Oct 1, a benefit was held for a fellow car club member in a Chevy club in the Springs. He is in poor health and they were asking for cars and people. I don't know how many went from our club but I want to say thank you to those who did. The club also sent a check for \$20.00. If someone knows of a needy person or family with the holidays coming near, maybe we can lend a hand.

REASONABLE SEASON

October seems to me

The nicest month we know—

Too late to cut the lawn,

Too soon to shovel snow.

—Jean B. Boyce

Corvair Club meeting of September 28th, 1989 was called to order at 7:35 P.M. Nineteen people attended the meeting.

Walt Hundertmark's dad passed away on first of September.

There were twenty-two members that went on the tour to see the aspen trees. We had a great time. Dale and Judy Carraway took video going up there and showed it to the club. Thanks Dale Carraway. Dale Weaver told us a lot of interesting things about Cripple Creek. Had a great time and thanks to everyone who came. Great turn-out. Rod and Custom club were to have a show at the Safeway parking lot at the Citadel Mall.

Treasury report was \$850.00. \$305.00 is from the O.C.C. swap meet.

Christmas party will be on Wednesday the 20th of December. Bring a gift.

Veteran's Day parade will be November 11th 1989 on a Saturday on Tejon at 9:30 A.M.

Palm Spring Fan Belt - November 10th, 11th, 12th.

There was no O.C.C. report.

John Koll still has Wall's Underground catalogs for \$2.00.

Meeting was adjourned at 8:20 P.M.

Next meeting will be October 15th.

Don't forget your dues. They are very important and your club is important. So try to come to the meetings.

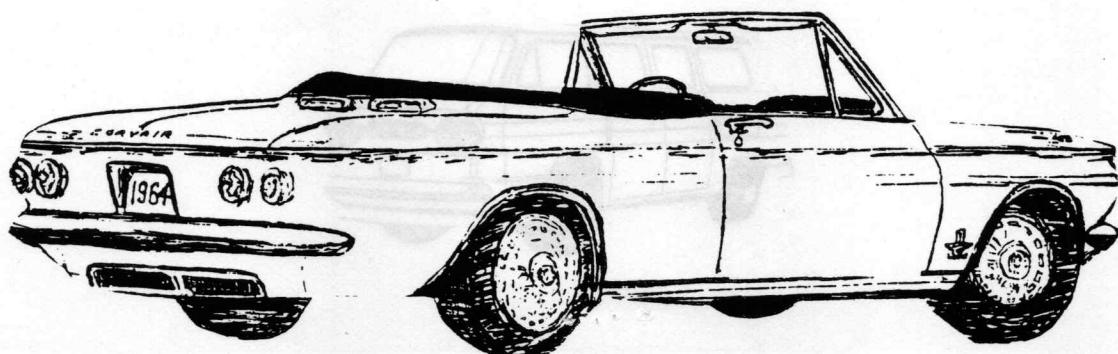
Sure was great to Jim and Pat Wood. They look great.

Judy Carraway
Secretary

FOR SALE

1964 Spyder Convertible - 4 Speed, with many many extra parts. \$1,800.00 or negotiable. Will trade for a late model four door.

Dale and Judy Carraway
637 - 1636



MEMBERSHIP

Your membership is important to the Pikes Peak Corvair Club. The following named members have dues now due or are past due. So please consider continuing your membership for only \$10.00 a year. Dues can be mailed to Pikes Peak Corvair Club P.O.Box 15034, Colorado Springs, Colorado 80935. Please call Ben Benzel at 598-6886 if you have any questions.

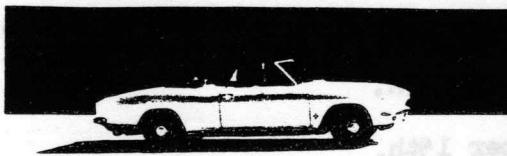
*Frederick Dodd	8-89	Ellen Fisher	10-89
*Charles Seelye	8-89	John Glusick	10-89
Herbert Miller	9-89	Omar Halverson	10-89
Bill Woodman	9-89	Ronald Lezon	10-89
		Ovis Rosales	10-89

* Denotes FINAL NOTICE. Thanks for re-newing today.

Ben Benzel
Membership

WELCOME

Bill and Bev Mattics - 2513 Linda Lane - Colorado Springs, Colorado 80909



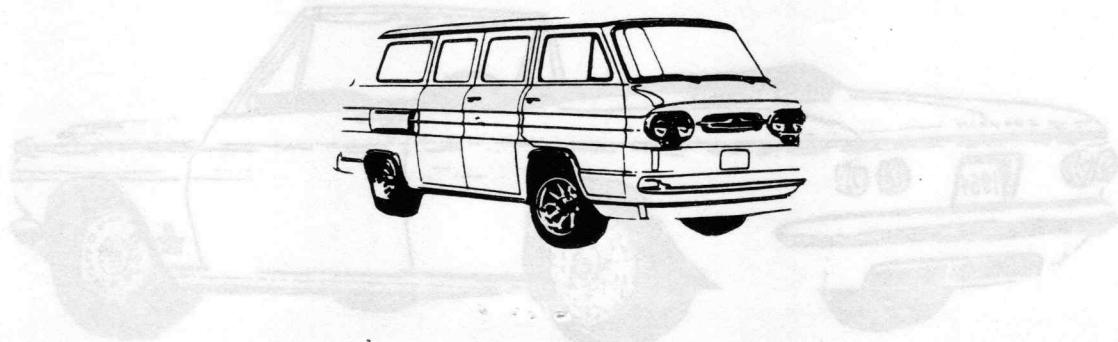
The above picture of their yellow 1966 convertible was taken when they attended Aspen Tour to Cripple Creek. It is a show car//

Happy Birthday Wishes,

on this, your special date. . .

November 4th - Carl Webb
November 6th - Steve Goodman
November 9th - Dottie Smith

November 10th - Wanda Wencel
November 22nd - Dick Shuck
November 24th - Kay Headley



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Walter Hundertmark

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P.O. Box 15034
Pikes Peak Corvair Club

THE DIRT LINE

Have a
safe, fun
Halloween



THE

DRIP LINE

VOL. XII

NO. 11 - November 1989



A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA



OFFICERS

President	Steve Goodman	303-934-5027	Denver
Vice-President	Marcia Shuck	574-5271	
Secretary	Judy Carraway	637-1636	
Treasurer	John Koll	593-1928	
Member at Large	Art Luque	634-6434	
Member at Large	Ray Schick	392-8224	
O.C.C. Representative	Walt Hundertmark	632-2865	
Drip Line	Jim & Lillian Block	392-8213	
Drip Line	Ed & Dorothy Malew	598-2897	
Membership	Ben Benzel	598-6886	

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.



NOTES FROM THE PREZ

While you are reading this, in the cold snowy rocky mountains, Ruth and I will be in sunny Palm Springs at the Fan Belt Toss. Lucky us. Thank you all who attended the brunch and meeting at the EOC club with the Denver club. Thanks to Ben Benzel for making the arrangements. Remember that the November meeting is moved up to the 15th because of Thanksgiving. Hope to see all of you there.

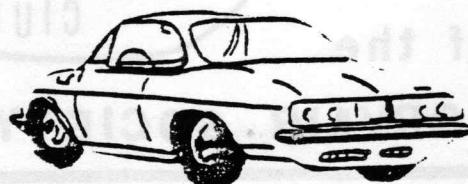
Seventy Seven people showed up at the October meeting. The brunch was great. Everyone including the Denver Club had a great time. Great food.

Not much happened at the meeting.

No O.C.C. report. No cash report.

Next meeting November 15th at 7 P.M.

Judy Carraway
Secretary



ELECTIONS

The nominating committee is hard at work finding new volunteers to run our club. I certainly hope that we could see some new faces at the front table (except for John Kell who watches our money).

XMAS PARTY

Remember to make your reservations early for the xmas party to be held this year at the NCG club. It will feature food, elections of officers and gift exchange. Make your reservations with Ben Benzel. The menu will be announced in the December Dripline.

CAR VALUES

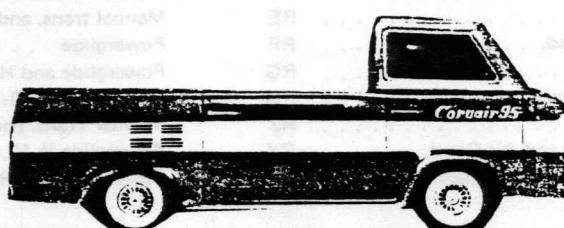
How many of you have noticed that certain cars are raising prices through the roof? Names like Ferrari, Lamborghini and Porsche are commonly higher priced, but look at the more common cars. 1967-70 Camaro are \$20,000, Sunbeam Tigers are \$15,000+, certain big block Corvettes are \$50,000 plus and even Mustangs; those with K engines and pony interiors are \$8,000 or more, GT-350's are \$15,000. Why, I don't really know, except it bugs me when I see 1964 Spyders for \$2,000. I think that our high performance Corvairs ought to be on the same level of worth as some the above cars. On the other hand, the cheaper price makes our cars more affordable. I guess it depends on whether you are buying or selling.

OCC CAR SHOW

Thanks to George and Cindi Hupp and Walt Hundertmark for bringing their cars up for the OCC show. The show appeared to be fairly well attended. Unfortunately, the Tucker that was billed to be there did not show. Our display was behind the Denver clubs and were roped together. Denver showed 2 late convertibles and a Greenbrier, we showed a 4dr late (Hupps) Walts truck and my car, the Amante GT.

MORE CLUTCH CHATTER

I left out some other causes of clutch chatter last month. The first is an oiled disc. The new materials that disc are made of do not like oil. Also you cannot dry them out by a little slippage under load, when the disc is wet, you replace it. This makes replacing the bellhousing seal a necessity as well as the input shaft seal. Another cause is from the disc having a wobble, edge runout. If the disc was spring loaded in the center like a lot of other cars, the chance for chatter would be lessened. A Vega disc is spring loaded, but the modifications are tough, I have not tried a Vega disc and have heard good and bad from those who have.



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

Description	Designation	CORVAIR		Type Designation
		Number	Type	
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		
High Performance, A.I.R. and Air Cond.	QS	Air Cond.		QP
Powerglide	RG			

1968

CORVAIR

"164"--6 CYLINDER

Manual Trans.	RS	High Performance and Powerglide		RW
High Performance	RU	Special High Performance		RY
Powerglide	RV	High Performance and Powerglide		RZ

1969

CORVAIR

"164"--6 CYLINDER

Manual Trans.	AC	High Performance Powerglide		AF
High Performance	AD	Special High Performance		AG
Powerglide	AE	High Performance Powerglide		AH

The charts can aid you in identifying "Corvair" engines. It is called the production broadcast code and was used by the assembly plants to assure the right engines were installed in the respectable vehicles. It is found at the end of the engine number. The numbers preceding the suffix code indicate the engine assembly plant, the date and work shift. Trans/axles, transmissions and rear axles use a similar system.

Ed Malew

MEMBERSHIP

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Ellen Fisher	10-89	Bradley Mauger	10-89
John Glusick	10-89	Jeff Rains	11-89
Kristine Hillman	10-89	John Rosales	10-89
Dan Jean	11-89	Lloyd Strode	11-89
Ronald Lezon	10-89	* Bill Woodman	9-89

*Denotes Final Notice. Thank you for re-newing today.

Ben Benzel
Membership

If your Corvair gets sick, don't forget your Club has for loan "Tech Tips" and complete set of Repair Manuals. Call John Koll at 593-1928 if you need to borrow such.

Don't forget the Christmas Party on December 20th. The planning committee is working hard for making this a successful and night to remember party. (I hope).



Cathy Strode	December 3rd
Debbie Ross	December 12th
Terry Mc Kenna	December 14th
Dee Glusick	December 20th
Cindi Hupp	December 25th

Jim & Lillian Block are in California for the walnut harvest. Fortunately they missed the earthquake but Lillian claims they do feel some of the tremors. Hurry home.

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Dissertation on a Can of Corn
Forgotten how simple life can be: Start with a can of cream style corn, and see what happens. From Womans Day. August 1970

A can of cream-style corn, a can of milk, salt, pepper and butter to taste makes a delicious soup for a petizer or a whole meal, planned or impromptu.

Really hungry? Peel and dice a potato and an onion; cook 10 minutes in a little water. Add 1 can (16 Oz) corn, a can of milk salt, pepper, and butter to taste and lo! You have a delicious corn chowder. Someone extra drops in? Flake that piece of leftover fish into the chowder and perhaps add a little more milk.

To make the scalloped corn: Take 1 can (1 pound) corn, 1 egg, 1 cup crushed soda crackers and the inevitable butter, salt and pepper (also onion flakes if you desire) all to your taste--and bake in shallow baking dish at 375° 1/2 hour. Serves 4. If more are eating double or triple the recipe. Also try a pint or two of fresh oysters in the scalloped corn.

Corn souffle is produced by doubling the eggs used in the scalloped recipe--separate and mix yolks with all other ingredients beat the whites and fold into corn mixture; bake in 1 quart casserole at 375° 3/4 hour. Serve immediately.

In too much of a hurry for that? Then add 1 1/2 cups crushed crackers to the scalloped recipe so you can handle the mixture. Form it into round patties and brown about 5 minutes on each side in your skillet. You have now prepared corn fritters.

For company, use the fritter mixture and form croquettes. Fry the flat bottom first and then keep browning and turning on the round side until golden. Paprika makes these fit for a king. In fact, a bit of paprika enhances all the corn dishes.

Someday try white sauce or cream of mushroom soup on the croquettes.

You can make a delicious creole corn by adding tomatoes, green pepper and okra. Or toss a small can of shrimp into your creole and serve over rice.

Lillian Block

CORN PUDDING

1 can cream style corn

1/3 tsp. nutmeg

2 tbs. flour

2 eggs

1/2 cup milk

2 tbs. melted butter

1/2 tsp. salt

Bake at 325 degrees for 1 hour. Do not cover.

BAKED CORN

2 eggs

2 tbs. chopped green pepper

1 Cup milk

1 tbs. chopped onion

1/2 cup cracker crumbs

3 tbs. melted butter

1 can cream corn

salt

Mix in order. Bake at 350 for 40 -50 minutes.



WALL, S CORVAIR UNDERGROUND

Hey folks,

Here's a chance for your club or it's members to make some money - we are buying cores.

We will pay for the following -

HARMONIC BALANCERS	\$8.00	ea
9" WELDED HUB CLUTCH DISKS	\$5.00	ea
1965-69 CYLINDER BARRELLS	\$3.00	ea
1960- 63 TRANSMISSION MOUNTS	\$5.00	ea
1964 " "	\$8.00	ea
1965-69 " "	\$6.00	ea
1964 MOTOR MOUNTS	\$8.00	ea
1965 " "	\$10.00	ea
1966-69 " "	\$10.00	ea

For West coast locations we will also pay for UPS costs. For other locations we will pay at least 50% of the UPS.

CONTACT US FIRST BEFORE SENDING CORES!

Obviously the cores must be rebuildable - no chips or cracks (condition of rubber on motor and trans mounts is unimportant and harmonic balancers may be in two pieces)

Being able to have adequate cores in stock benefits all of us! Can we count on your help?

Thanks!

✓ Lon Wall

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

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

Lon and Linda Wall

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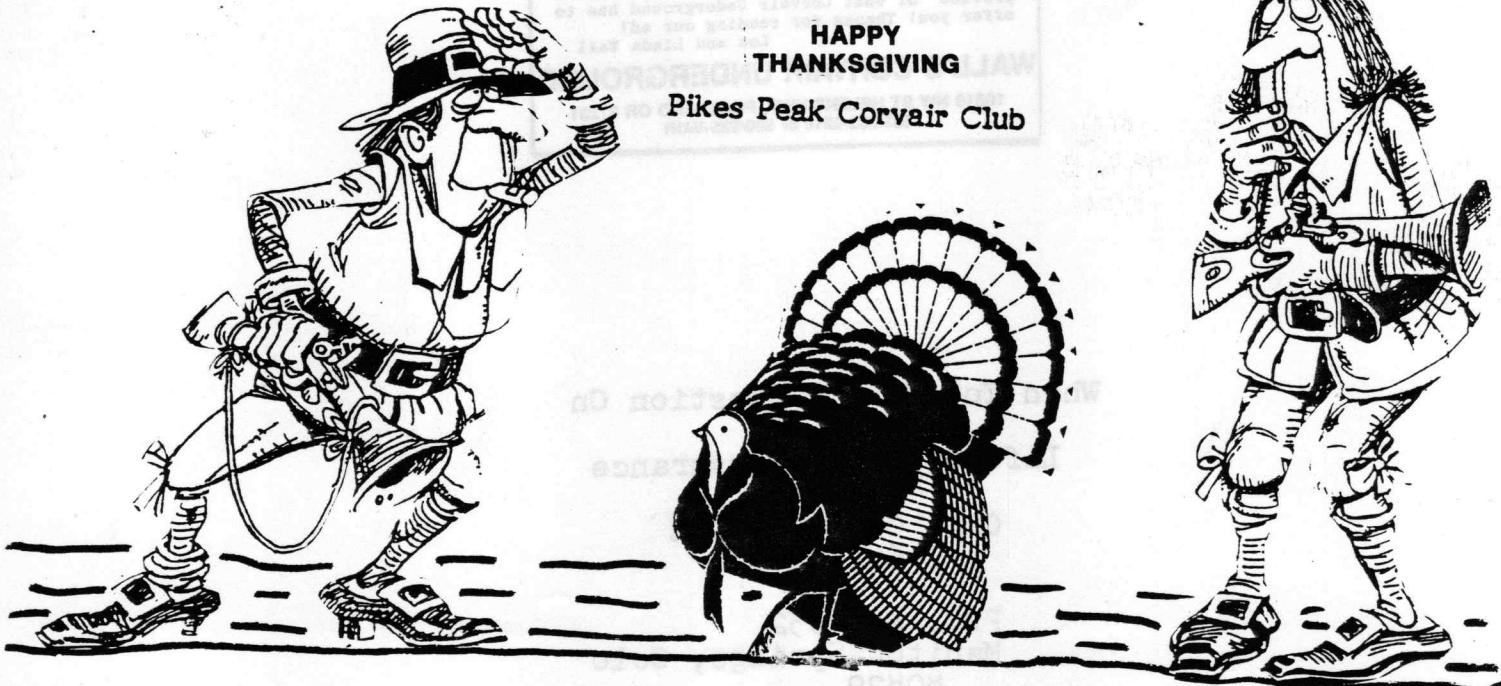
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P.O. Box 15034
Pikes Peak Corvair Club
THE Drip Line



HAPPY
THANKSGIVING

Pikes Peak Corvair Club



Christmas Party, December 20, 1989. See inside.

THE DRIP LINE

VOL. XII

NO. 12 December 1989

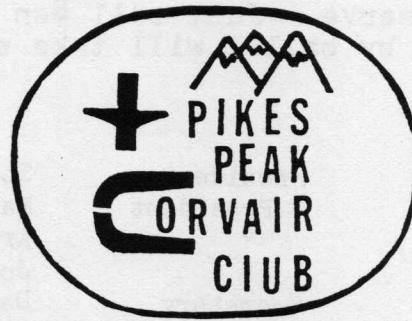


A scene from the past
A greeting for the present
Best wishes for the future

A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA



OFFICERS

PRESIDENT	Steve Goodman	303 934 5027 Denver
Vice President	Marcia Shuck	574 5271
Secretary	Judy Carraway	637 1636
Treasurer	John Koll	593 1928
Member at Large	Art Lucue	634 6434
Member at Large	Ray Schick	392 8224
OCC Representative	Walt Hundertmark	632 2865
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Drip Line	Ed & Dorothy Malew	598 2897
Membership	Ben Benzel	598 6886

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ANNUAL CHRISTMAS PARTY

Our annual Christmas gathering will be held at the Air Force Academy NCO Club on December 20, 1989, at 6:30 P.M. Dinner will be served at 7:00 P.M. The main dishes are delicious Prime Rib at \$9.95 or Baked Ham at \$5.25. RESERVATIONS ARE A MUST so send your choices for dinner with money to Ben Benzel, 3930 Encino Street, Colorado Springs, Colorado, 80918 to be received not later than December 18. Checks can be made payable to NCO Club. The gratuity will be absorbed by your Club. Please make your reservations early. Don't forget your \$5 gift for the Yankee Swap Meet. This will be a fun evening so plan on attending for a nice time of friendship. Dancing will also be available after close of our party for your enjoyment.

VETERANS HONORED:

The Club participated in the Veterans Day parade, in Colorado Springs. We were the only club in the parade. Thanks to Tom Pluister, George Hupp, Dick Shuck, Andy Dodd and Ben Benzel for taking the time to help honor our veterans. Thanks Ben for putting that together for us.

Elections will soon be held for Club Officers for calendar year 1990. As of now following named members have volunteered their services to our Club and are to be commended. It is not too late to volunteer to serve. Just call Ben at 598 6886 and he will do the rest. Voting by ballot will take place during our Christmas party.

President	Steve Goodman
V-President	Marcia Shuck
"	Art Lucue
"	John Dowswell
Secretary	Dale Carraway
Treasurer	John Koll

NOTES FROM THE PRES

Thank to all who attended the November meeting. Coming up in December will be the Xmas party and election of new officers.

The menu for the dinner is prime rib or ham with matching potatoes and veggies. Price is \$9.95 and \$ 5.25 respectively. You must prepay to Ben Benzel by the 18th of December. Also bring a gift of \$5.00 or less for each of you and we'll exchange after dinner.

I hope everyone can attend and vote for next year's officers.

If anyone would like to drive to Georgetown on New Years Day with the Denver club, please let me know by the 28th. For those of you I won't see, have a Merry Christmas and a Happy New Year and 1990

CCC legislative Action...

I don't want to take anything away from Walts report, but the recommendation to the State over Collector series plates is to restrict them in the same manner as Horseless Carriage plates, in other words, used in Parades and shows only. If you have any comments about this, please tell Walt at the meeting.

DESSERT

I would like to thank my wife Ruth for bringing goodies to the club meetings every month and to any other ladies who bring yummies too.

DOES YOUR CAR WANDER?

The subject of rut following and loose steering came up a while back. Upon checking, the tire pressure in the front was 32lbs and same in the rear. After changing the front to 20 and the rear to 35, the problem went away. Do not trust the tire shops to do this, check it yourself. This is with radials, you can even go to 40lbs in the rear and help a little more. The increase will not be excessive for the tires (radials). Also the alignment settings are slightly different for radials. Minimal toe in the front 1/16" and a little more caster, up to 6° will help the car in a straight line.

Most of all, watch your tire pressure, the cold weather seems to make them lose a couple or more pounds.

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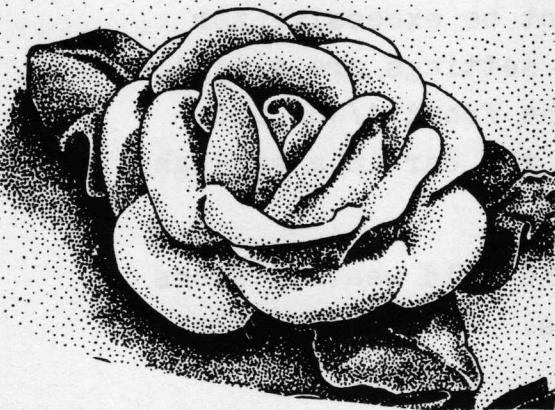
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*Happy Birthday Wishes,
on this, your special date.*

December 3 Cathy Strode
14 Terry McKenna
20 Dee Glusick
25 Cindi Hupp

MEMBERSHIP

Your membership is very important to the Pikes Peak Corvair Club. The following named Corvair enthusiasts have dues now due or are PAST DUE. So, please consider continuing your family membership for only \$10.00 a year. Dues can be mailed to the Pikes Peak Corvair Club, P.O. Box 15034, Colorado Springs, Colorado, 80935. Please call Ben Benzel at 598 6886 if you have any questions.

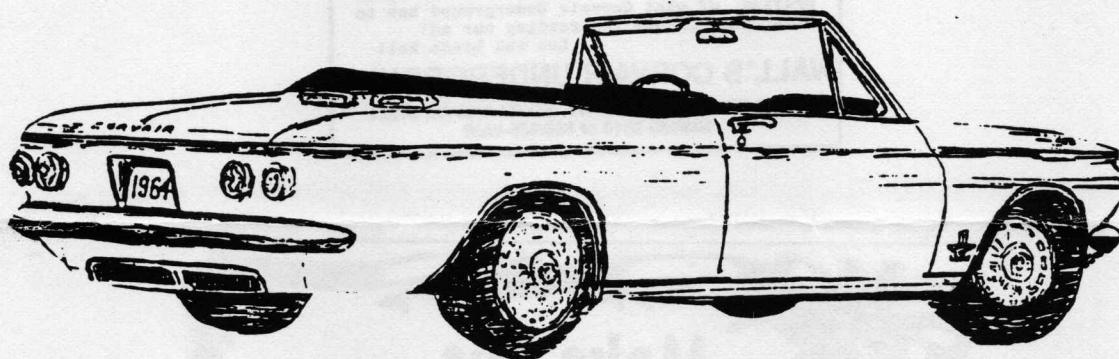
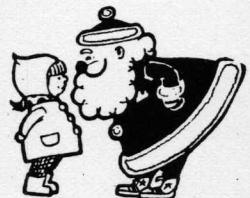
* John Glusick 10-89
Albert Hilbert 12-89
* Kristine Hillman 10-89
* Bradley Mauger 10-89

Jeff Rains 11-89
* John Rosales 10-89

* Denotes FINAL NOTICE. Thanks for renewing today and Happy Holidays.

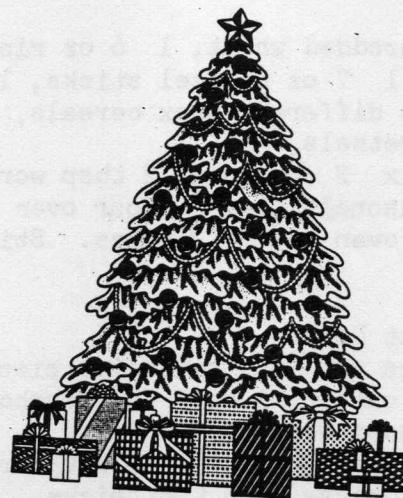
FOR SALE

Ben Benzel, Membership Chairman



2 Corvairs - 62 Rampside, 4 speed, Good body. \$300
61 Lakewood Station Wagon, New Everything, Needs Paint. No Rust.
\$1500.00 Call Art Luque 634, 6434

We wish you a
Merry
Christmas



IT'S A FACT

that if you need Corvair parts there is one name you need to know -CORVAIR UNDERGROUND! We are the largest supplier of new, used and reproduced Corvair parts west of the east coast! -

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

1990 Catalog

\$4.00

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

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

Lon and Linda Wall

WALL'S CORVAIR UNDERGROUND

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503/283-2610 or 800/825-VAIR

Make this

Holiday Season Special

NEW YEAR GOODIES

Chex Mix

2# nuts

1 12 oz shredded wheat, 1 6 oz rice squares, 1 10 1/2 oz Cheerios, 1 7 oz pretzel twists, 1 7 oz pretzel sticks, 1 can pretzel bits.

OR use different Chex cereals, Rice, Wheat, and Corn, 1 pkg Cheerios. and the pretzels.

Mix 2 cups oil, 2 tbsp worchestershire sauce, 1 tbsp garlic powder, 1 tbsp seasoned salt. Pour over cereal.

Bake slow oven 250° 2 hours. Stir every 15 min

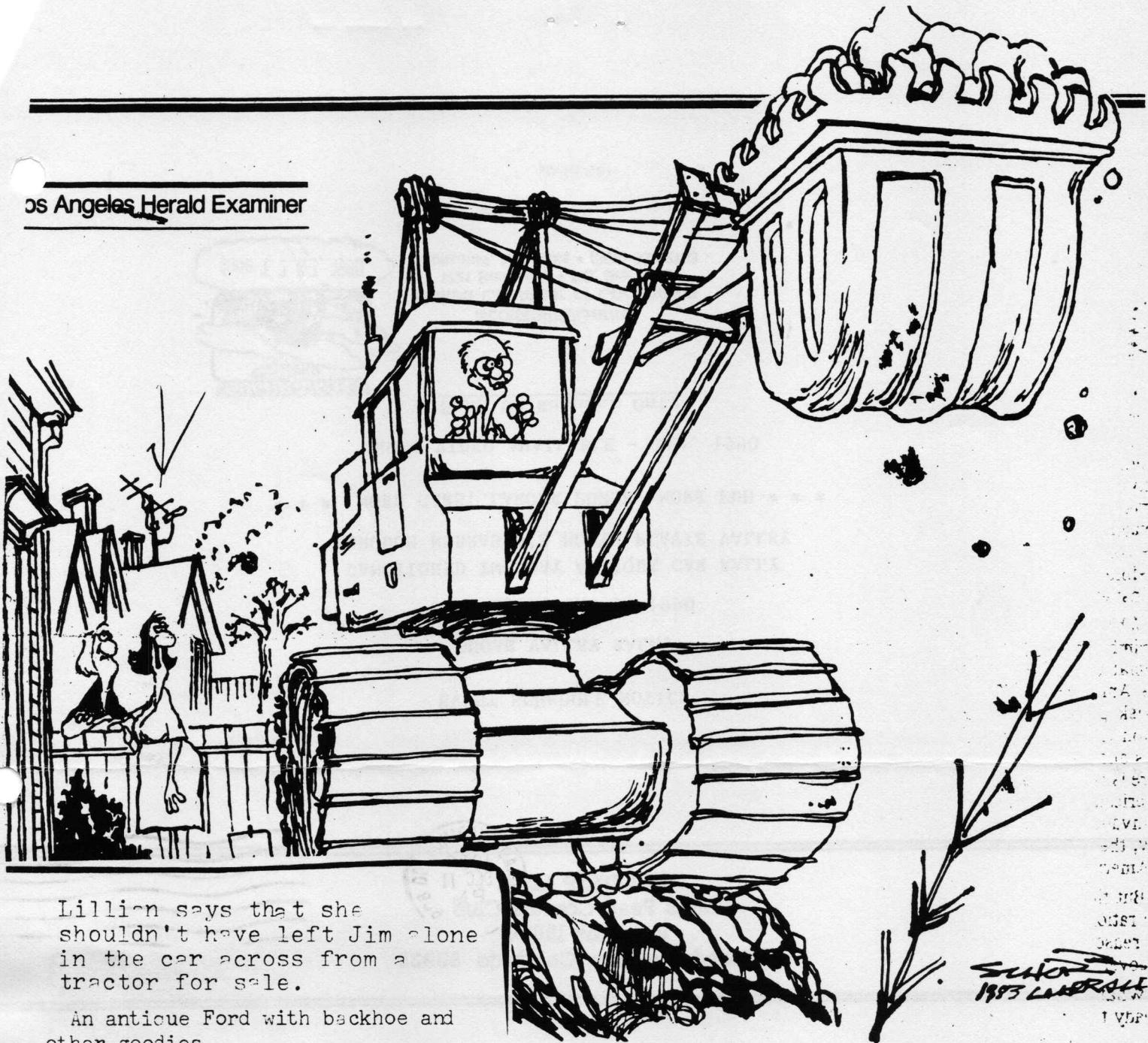
Bourbon Hot Dogs

2# hot dogs cut into bite size pieces

1 1/2 cup catsup, 1 half cup bourbon, 1/4 cup brown sugar
1 tbsp minced onion

Simmer with hot dogs for an hour or until juice thickens and won't drop. Keep warm, serve with toothpicks.

Los Angeles Herald Examiner



Lillian says that she
shouldn't have left Jim alone
in the car across from a
tractor for sale.

An antique Ford with backhoe and
other goodies

"SINCE HIS RESIGNATION JIM HAS MORE TIME
TO PUTTER IN THE GARDEN...?"

Even after you have found your station in life, the train may not always
be on time.

John M. Cline

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June 1, 2, and 3, 1990

SUGAR VALLEY RALLY

EVENT SCHEDULE NOTICE

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Greetings USA 25



SEND TO:

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2322 1/2 N. Cooper
Colorado Springs, Colorado
80907