

THE

DRIP LINE

VOL. XIII NO. 1 January 1990

**HAPPY
NEW
YEAR!**

A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA



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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 month's publication. Classified ads are free to members. Commercial rates are available upon request.

IT'S A FACT

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

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

We accept VISA and MASTERCARD or can send COD (Cod's \$2.75 extra) or you can mail us in a check with your order. We ship 95% of our orders the same day received and have a "fill-rate" of 94%. When you need parts we get them out to you without delay!

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

**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

10818 NW ST HELENS HWY, PORTLAND OR 97231
503/283-2610 or 800/825-VAIR

Footprints on the sands of time were not made sitting down.

Sunshine Magazine

NOTES FROM THE PREZ

I hope everyone enjoyed (survived) the holidays. I would like to thank the Denver club for hosting the annual tour to Georgetown that Walt and Ray and Nye plus Ruth and I attended.

I would also like to thank all those who attended the Christmas party this year. The food was great and the gift exchange was fun. Dee Glusicks birthday was that day also. The elections were held that night also, the only change was Dale Carroway to secretary.

Thank you all for trusting me for another year, I shall do my best.

SWAP MEET: The POLAR BEAR Swap meet will be January 27th at 5300 North Sheridan in Arvada.

When You Have a Question On

Life or Health Insurance

Call CHUCK SEELYE
685-5848

P.O. Box 952
Manitou Springs, Colo
80829

Happy to help without obligation

The 1960 Chevrolet Corvair. General Motors Corp. proved that truth in advertising still exists when ads promised "the big surprise comes when you pull away from the curb." The Corvair was the first air-cooled, rear-engine U.S. car since the 1920 Franklin (there haven't been any since). Roughly 60% of Corvair's weight was on the rear. This meant that on sharp turns the inside rear wheel rim tended to pinch the tire, deflating it and sending the car into a spin or flip. "Unsafe at Any Speed," Ralph Nader's book, indicted the car. The Corvair also baffled mechanics. Volkswagen repairmen, among the few people familiar with rear-engine technology, refused to work on Corvairs because they weren't metric. New: \$2,000. Now: \$50 barely running. However, collectors who prize the car's sporty look are willing to fork over as much as \$6,000 for a fully restored relic.

← The enclosed is part of an article that appeared in the December 1, 1989 Wall Street Journal. from Evelyn H.



L O O R A V

Get Ready for the Rocky Mountain Roundup.

WHEN: May 18-20 Mark your calendar NOW.

WHERE: Mountain Shadows Motel, Durango Colorado 303 247 5200

Host Club: Rocky Mountain CORSA, Denver

Congratulations goes to Francis Boydston, a member of PPCC upon his retirement from the Corvair Auto Parts business. Over the years Francis has assisted a lot of Corvair owners and we thank him. Best of everything in your years ahead.

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

Charles Gale 1/90
Steve Goodman 1/90
Evelyn Halverson 1/90
Terry McKenna 1/90

*Jeff Rains 11/89
Don Vinson 1/90

*Denotes Final Notice. Thanks for renewing today.

We have the following named folks who have joined us. They are: Richard and Deanna Sierka who reside in Canon City. Also, Cade Dean P. Orfield of the USAF Academy. Lets give them a warm welcome to Pikes Peak Corvair Club.

Ben Benzel - Membership

FOR SALE

1965 Corvair Monza 2 dr. Needs clutch but driveable. Good motor (original) and recently tuned. 4 good tires, body not rusted. Color, green. Price negotiable. Call Lori at 632-3288

1963 Convertible, silver blue. 1968 engine with approx 40,000 original miles. Auto transmission. Approx 3,000 miles on new radials. New windshield. Interior has cloth inserts. Top is one year old. \$3,500 Call Francis Boydston, (505) 821 1506

ATTENTION VAIR OWNERS: A lot of parts for 63 & 64 Vairs for sale or trade. Windshields, complete R & L doors. Rebuilt starters, rebuilt chrome generators, carburetors, wheels, hub caps, brake drum and shoes, front ends, steering wheels and shafts, instrument panels, and lots of trim, etc. Call Paul Thompson at (719) 591, 1714 for a great deal - all or part.

1965 Corvair Convertible, like new metallic light blue paint. New white top, Power operated, new rear seat and back rest. All new carpets. New radial tires. New tinted windshield. See this one. \$3500 Firm. 4770 Newton Drive. Colorado Springs or call Lillian Block 719 392 8213

CARB JETTING (Rochester HV)

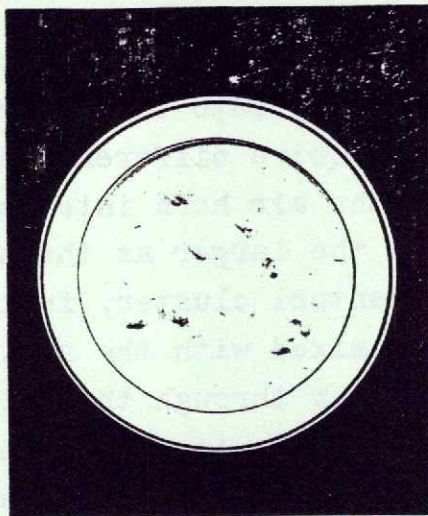
Jetting carbs properly is not something done easily or in one quick step. Without getting into carb theory, suffice to say that different engines require different jets, sometimes. The air is drawn down through the air horn into the venturi where it picks up speed due to the larger at the bottom bore size. As the air passes the venturi cluster, fuel is drawn out the four small tubes to be mixed with the air. This fuel is pulled out of the float chamber through the main jet. (All is taking place while the engine is above idle, we won't talk about idle circuits for now) This suction is due in part to the engine vacuum. Different cam timing, even only a couple of degrees will affect this vacuum as well as opening and closing of the valves, in other words degrees of opening and closing as well as the overlap (time both valves are open or closed.)

Now that we have that out of the way, how to jet a carb. Remember that lean mixtures cause heat, rich mixtures cause cooling. A good place to start today (90 octane unleaded) is .052. This is a drill number size and not a number picked out of the air that Carter always seemed to use. If the head temp is high driving down the highway (plug color will be white) try .054. (Donot jump more than a couple of thousands at a time) The Powerglide cars seem to like a little richer jet to keep from pinging. Also if the jetting is lean, the timing cannot be set as high. It follows that a hot engine will ping and the ping will create more heat which will ping easier and then get hotter and you get the picture.

You cannot always judge plug color like the old days, but a light brownish gray color is close. Since the subject of pinging and heat build up is here, the heat range of the plug should be proper and timing, distributor advance, both mechanical and vacuum should be adjusted to your engine.

The ideal year of carbs I think are 65-67. They have a power enrichment circuit (richens during high carb opening) and a larger air emulsion tube to increase mixing of the air and fuel. I hope this is less confusing for you to read than it was for me to write.

FISH AND CHEESE CHOWDER

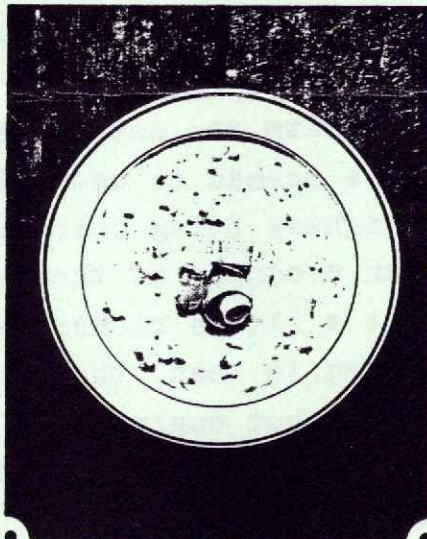


- 1 pound fish fillets, fresh or frozen
- 2 tablespoons butter
- 6 tablespoons chopped onion
- 1 cup chopped carrot
- 6 tablespoons chopped celery
- 1/4 cup flour
- 1/2 teaspoon salt, optional
- Dash paprika
- 2 10-ounce cans chicken broth, undiluted
- 3 cups milk
- 1 cup grated processed cheese

Thaw frozen fish fillets enough to allow cutting, about 30 minutes. Cut fish in 1-in. cubes. Melt butter in large saucepan; add onion, carrot and celery. Cook until onion is transparent. Blend in flour, salt and paprika. Cook 1 minute, stirring constantly. Gradually add chicken broth and milk. Cook, stirring constantly, until thickened. Add fish; sim-

mer until fish flakes easily (5 minutes for fresh; 10 for frozen. Add cheese, stir until melted. Serve hot
yield 2 1/2 quarts pat paulovich, Mannin, Alberta.

CHEESE AND POTATO WILD RICE SOUP



- 1/2 cup wild rice, uncooked
- 1-1/2 cups water
- 1/2 pound bacon, cut in pieces
- 1/4 cup chopped onion
- 2 10-3/4-ounce cans cream of potato soup (dilute with 1 can liquid—1/2 milk; 1/2 water)
- 1 quart milk
- 2-1/2 cups grated American cheese
- Carrot curls (optional)

Combine wild rice and water in saucepan and cook over low heat for 45 minutes. Drain. Set aside. Fry bacon pieces and onion in skillet until bacon is crisp. Drain bacon and onion on paper towel. Place soup in large saucepan; dilute as directed above. Stir in milk (1 qt.), bacon, onion, cheese and cooked rice. Stir until cheese is melted. Garnish with carrot. Yield: 8-10 servings.

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



FRANCIS BOYDSTON

*Announces his Retirement
from Corvair Auto Parts Business*



Francis has turned the business over to:

Michael and Brenda Stickler

6605 Elwood NW

Albuquerque NM 87107

(505) 344-2039

Messages taken by machine when closed

Hours open

(always call first)

Monday, Tuesday, Thursday, Friday 2pm - 7pm

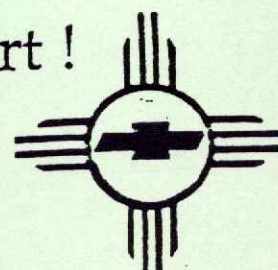
Saturdays 10am - 5pm

Closed Wednesday and Sundays

(for emergencies please call for special service)



Give Mike and Brenda your support !



Warning signals to the problems

As the weather starts to get us Corvair owners to see the signs of spring and the thoughts of travel, we should understand the early warning signs that can help to prevent wear problems that shorten tire life by thousands of miles, by observing the most common signs of tire problems including under and over-inflation, feathering, cupping and one side wear.

Under inflation causes the most troubles because most drivers usually don't check their tires as often as they should. Tire pressure should be checked at least once a month. If you have a slow leak, remember much of the time you are riding on a low inflated tire until you put in the proper pressure.

When your tire is under-inflated the contact with the road is on its outer tread ribs causing them to wear faster than the middle of the tire.

Over-inflation is just the opposite wear pattern. As the middle tread gets all the action and it wears much faster than the outer ribs, it's also a harder ride.

Feathering is a condition when the edges of the tread take on the appearance of feathers that is caused by scrubbing against the road showing a tire in need of a toe-in or tow-out alignment correction. This can be felt by running your hand up and down the tire and feeling sharp edges.

When the outer ribs or shoulder of the tread wears faster than the rest of the tire this is another alignment problem called "excessive camber" which means the tire is leaning too much to the inside or the outside of the tread and placing the load of the work on one side or the other.

Cupping is where dips or cups appear in the tread and can be a sign of wheels being out of balance or that the shock absorbers or ball joints are worn.

A tip on gauges; dial gauges are normally more accurate than pencil gauges with the plastic slide read outs as sometimes the plastic slide readouts get sticky or dirty and can give inaccurate readings. If you use a pencil gauge take a couple of readings to make sure the plastic readout is not dirty and sticking. Also gas station gauges are not always accurate so carry and use your own. Check your tires in the morning when they have set overnight and not been used and are cold. When tires have been run the air pressure in the tire heats and builds up pressure and you really don't have a good true reading of your correct cold tire pressure.

Joe Caruso

The Rear View

Valley Corsa

San Jose, California



CACTUS CORVAIR CLUB

presents the

THIRD ANNUAL CARS & PARTS SWAP MEET

1035 East Curry Road, Tempe, Arizona
2 blocks East of Scottsdale (Rural) Road on Curry Road

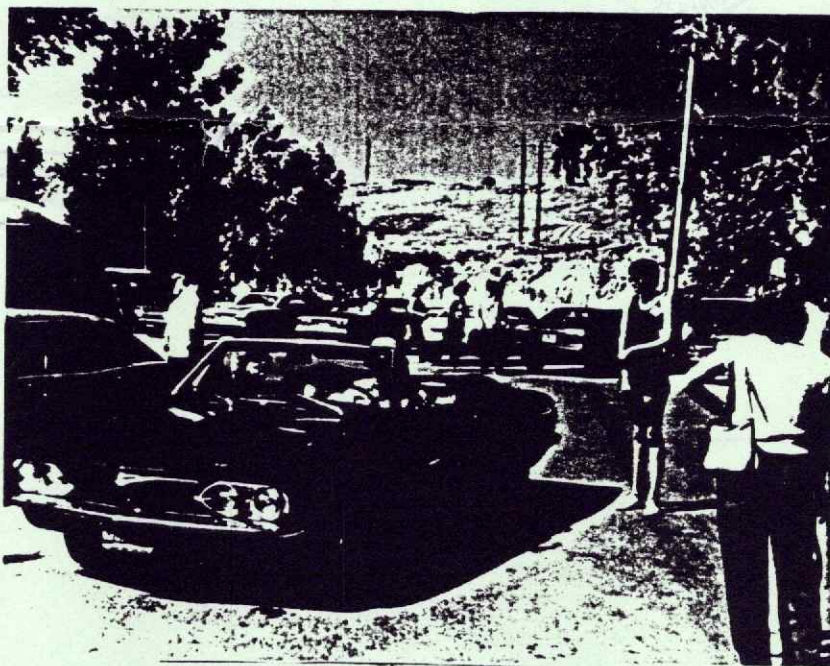
SATURDAY, FEBRUARY 17, 1989

8-AM to 4 PM

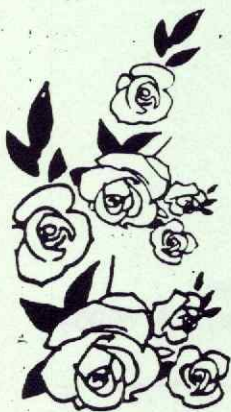
COME AND LOOK, BUY OR SELL.
FREE SPACES.
MUNCHIES FOR SALE.

QUESTIONS? Larry Aldrich, Eventmaster
(602) 947-9353 after 7 PM (Mountain Time)
or write to: 912 North 86th Way
Scottsdale, Arizona 85257

WHO _ WHEN _ WHERE _ WHY



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



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

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

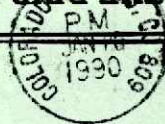
Walter Hundertmark
2322 1/2 N. Cooper
Colorado Springs, Colorado
80907

SEND TO:



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

THE CHIP LINE



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

THE

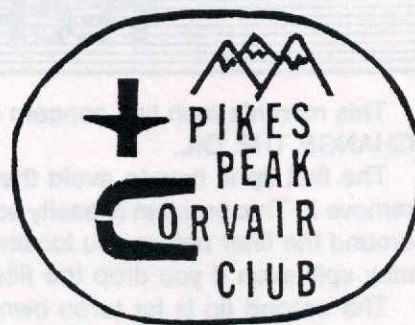
DRIP LINE

VOL. XIII

NO. 2 - February 1990



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Vice-President
Secretary
Treasurer
Member at Large
Member at Large
O.C.C. Representative
Drip-Line
Drip-Line
Membership

Steve Goodman
Marcia Shuck
Dale Carraway
John Koll
Art Luque
Ray Schick
Walter Hundertmark
Jim & Lillian Block
Ed & Dorothy Malew
Ben Benzel

303-934-5027 Denver
574-5271
637-1636
593-1928
634-6434
392-8224
632-2865
392-8213
598-2897
598-6886

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NOTES FROM THE PREZ

Thanks to all that attended the January meeting. Hope to see all of you at the Brunch/meeting at the NCO club on Feb. 25. Don/t forget the May meet at Durango. I called the Motel this last week and they still have rooms left. We have gotten a couple of new members this year already, keep up the good work Ben and all of you members who bring someone new into the club. See you on the 25th.

Courtesy of "Ozarks Classic Corvairs" - October 1989 issue..
"Air Cooled Courier"

TECH TIPS

This month's tech tips concern something we all do to our Corvairs.
CHANGE THE OIL.

The first tip is how to avoid the mess the oil filter makes when you remove it. This problem is easily solved by placing a plastic grocery bag around the filter before you loosen it. The bag will catch all the oil you may spill even if you drop the filter.

The second tip is for turbo owners. After changing the oil and filter and refilling the crank case, remove the coil wire and crank over the engine for approximately 5 seconds. This will pump oil up to the turbo bearing and avoid damage caused by dry start up. This tip is recommended by Ford and Gm for their late model turbo cars.

LITERATURE

If any of you are searching for road tests or magazine articles of your special car, you may have realized that finding old magazines is getting harder. I have a pretty fair collection of R&T, Sports Car Graphic, Sports Car Illustrated, Motor Trend, Hot Rod, Car and Driver and more. In the early sixties, the Corvair was featured in every car magazine in print. I won't sell the magazines, but will let you photocopy the article you need for free. (Copyright laws) Also if you have old magazines, I carry a list of what I need with me at all times. I also have all the Corvair lit too.

GEAR RATIOS

The ring and pinion ratio is very important to the way your car performs. GM offered 3- a 3.89 termed low or short gears for pulling loads or town driving,; 3.55--a compromise for town and highway and a 3.27 for flatland driving. The 3.27 is not necessarily a good top end gear, sometimes it is better to let the engine wind higher and actually get more top speed. GM offered another ratio in 63 only a 3.08. You really need a strong torquey engine to pull this gear on the highway. Tire size also affects the ratio and if you are using 80 series tire, the ratio is almost raised to the next higher number. My own experience goes like this: in one of my turbo coupes I have a 3.27, I can drive all day at 70 mph at 3200 rpm. unfortunately this is on the low end of the cam and gas mileage does not improve until 3500 rpm. Also at 55 mph in 4th gear, the engine will not pull quickly in a passing situation meaning a shift to third gear. This will get as high as 75 mph or more then shift back to 4th. It is also hard to drive in town, mostly 2nd and 3rd. The other turbo coupe has a 3.89. Top speed is not as great but the engine will pull hard in 4th gear at 55mph but runs out of revs at about 80mph. The car is easier to drive around town too. I think a FC would benefit from a 3.89 since the tires are larger (14") and would probably not pull down as much on a grade such as Monument Hill. All you lose is a little top end and the trucks are not that aerodynamic anyway.

BY: STEVE GOODMAN

FEBRUARY MEETING

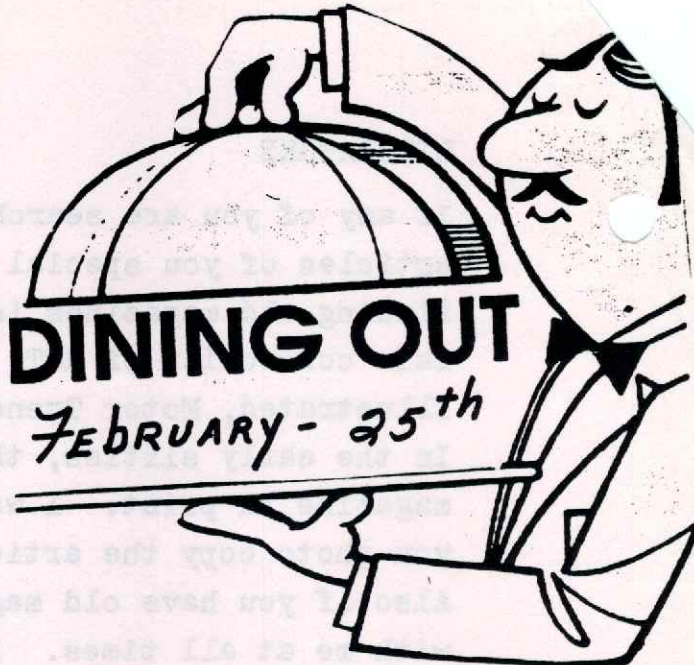
Its time to dine out as our members decided at the January meeting. They decided to partake in a Sunday brunch at the Academy N.C.O. Club on February 25th at 10:30 A.M. The champagne brunch has always been excellent and the price per adult \$7.95 - Ages 5-12 \$3.95 - Ages 4 & under free. Please call Ben Benzel for reservations at 598-6886 at the earliest but not later than February 22nd.

If you want to come for fellowship and meeting but do not want to have brunch, please call Ben as well, so you will have a reserved seat.

Your response to Ben or Bettie Jo at the earliest will be appreciated.

DINING OUT

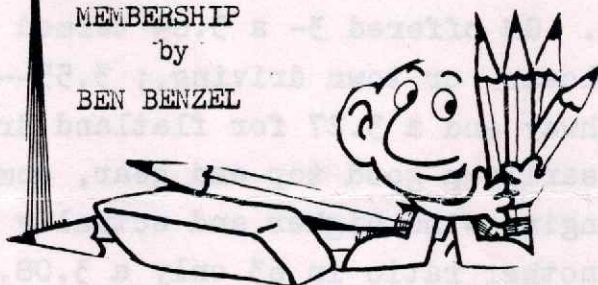
February - 25th



MEMBERSHIP

by

BEN BENZEL



Your membership is very important to Pikes Peak Corvair Club. The following named Corvair enthusiasts have dues now due or past due. So, please consider continuing your family membership for \$10.00 a year. Dues can be mailed to Pikes Peak Corvair Club, P.O.Box 15034, Colorado Springs, CO. 80935. Please call Ben if you have a question.

Jessie Barnett	2-90
*Charles Cale	1-90
Woodrow Brown	2-90
John Dowsell	2-90

John Koll	2-90
*Terry Mc Kenna	1-90
Don Vinson	1-90

*Denotes final notice// Thank you for supporting your club/

Ben Benzel - Membership



MARCH BIRTHDAYS

March 3rd	George Hupp
March 10th	Ellen Fisher
March 23rd	Bettie Jo Benzel
March 24th	Nye Schick
March 30th	Don Jean



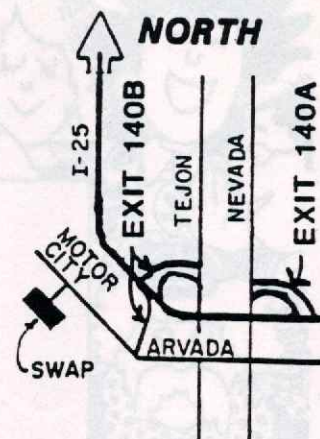
Hannaford

11th ANNUAL WINTER INDOOR

AUTO SWAP MEET

and

FLEA MARKET



SUNDAY MARCH 4, 1990

AT

**PHIL LONG FORD, 1212 MOTOR CITY DRIVE
COLORADO SPRINGS, COLORADO**

SPONSORED BY

CLASSIC CHEVYS OF COLORADO

\$1.00 ADMISSION DONATION

GATE PROCEEDS TO BENEFIT THE COLORADO SCHOOL FOR THE DEAF AND BLIND

BUY-SELL-TRADE ALL MAKES, PARTS & COLLECTABLES

10'X10' SPACE - \$12.00 IN ADVANCE

CAR SPACE - \$15.00 IN ADVANCE

\$ 3.00 EXTRA AT THE GATE

PHONE - JIM (719) 635-4987 or PHIL (719) 548-9609

FOR MORE INFORMATION CONTACT CLASSIC CHEVYS OF COLORADO INC.
POST OFFICE BOX 1945 COLORADO SPRINGS, COLORADO 80901

OPEN TO THE PUBLIC AT 8 AM SUNDAY

MOVE IN TIME: 4 PM TO 8PM SATURDAY

5:30 AM TO 7:30 AM SUNDAY- NO VENDOR SET UP AFTER 7:30 AM

MOVE OUT TIME: NO VENDORS MAY MOVE OUT BEFORE 4 PM



EVERYBODY'S

Really Excited...

ROCKY MOUNTAIN ROUND UP

Hosted by the Rocky Mountain Corsa Club

18-20 May 1990.

Durango Colorado

Alert your members NOW of the dates.

Lodging and camping information to follow.

Corvair Show-N-Shine and other Corvair events.

Registration followed by a hors d'oeuvre get together,
on Friday evening.

Saturday night banquet

Hospitality room

Things to do in Durango and the area.

Narrow gauge train trip (all day)
[Reservation information to follow]

Railbus trips

Mesa Verde

Shopping! Shopping! Shopping!

HEADQUARTERS: Mountain Shadows Motel - Make reservations early
by calling 303 - 247 - 5200

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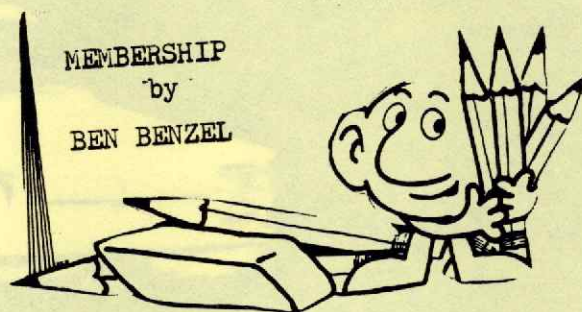
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NOTES FROM THE PREZ

Thanks to all that attended the NCC brunch last month. For those of you who missed it, the brunch is always the greatest. Thank you Ben Benzel for the arrangements. Durango is getting closer all the time, be sure to make your reservation soon. Hope to see all you at the March 28 meeting at the clubhouse.



Your membership is most important to Pikes Peak Corvair Club. The following named Corvair enthusiasts have dues now due or past due. So please consider continuing your family membership for \$10.00 a year. Dues can be mailed to Pikes Peak Corvair Club, P.O.Box 15034, Colorado Springs, CO. 80935. Please call Ben if you have a question.

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Woodrow Brown	2-90	Walter Hundertmark	3-90
Dale Carraway	3-90	Art Luque	3-90
John Dowsell	2-90	Tom Fluister	3-90
Ruth Goodman	3-90	* Don Vinson	1-90

* Denotes final notice. Thank you for supporting your club.

Ben Benzel - Membership

Following brunch at the AFA NCO Club Sunday, Feb. 25th, 1990, the business meeting was called to order by president, Steve Goodman. There were 31 people present.

John Koll reported the club treasury has \$800.00

Steve Goodman brought some friends with him from Denver. They are Bob and Lori Atwith, originally from California but now residing in Denver (they're currently members of Rocky Mountain Corsa). Glad to meet ya.

The minutes of the January meeting were read and there were no additions or corrections to the minutes.

OLD BUSINESS

The presentation at the January's O.C.C. meeting titled "A talk with DMV" will be printed in February's newsletter.

Pamphlets with details on the Rocky Mountain Round Up for 18-20 May 1990 were handed out. Reservations for the train ride on Friday, May 18 must be recieved by Rocky Mountain Corsa no later than April 15, 1990.

Steve Goodman expounded on Adopt-a-Highway from January's meeting and why the club decided not to volunteer to adopt a section of highway to keep clean.

The date for Tour Tejon is May 20, 1990, from 9 a.m. to 4 p.m.

NEW BUSINESS

A question was raised about the St. Patrick's Day Parade. Bob Wencil said it would cost the club \$25.00 to participate in the parade. The club unanimously decided not to participate this year.

Rocky Mountain Corsa was asked to escort Ralph Nader into Denver, but the television news station who covered the event and asked the club to escort, edited the club out of the news cast that evening.

Steve Goodman commented on some information John Koll brought to the meeting about a state bill that if passed, would have everyone in the state of Colorado pay \$100.00 extra to cover uninsured motorists in an accident within the state.

Watch Sunday, March 4th, on CBS at 8 p.m. for the movie - The Incident. The movie will feature old cars from several Colorado Springs car clubs including several from our very own John Koll's stable.

Dan Jean needs something to tow his son's car from Arizona back to Colorado with. It's engine "swallowed" a valve.

Ben Benzal brought an item to the meeting to see if anyone could identify it. There were a lot of partial guesses, but no complete answers. It turned out to be a Corvair Engine Oil Heater!

Ben Benzal recently took his '62 to a Detail Shop and he reported they did a great job of cleaning the underside of the car's engine. Ben said they used a high pressure washer to get it clean and recommends it highly. All for \$20.00 at that! For more information, contact Ben.

MEMBERSIPS

Ben reports no new memberships.

Jeff Rains recently rejoined the club. Welcome back, Jeff.

Dues; if you need to pay, please pay.

O.C.C. REPORT

The annual O.C.C. swap meet will be June 1-3, 1990. O.C.C. is looking for volunteers now. Volunteers will be filling three hour shifts for Fri, Sat, and Sun.

The annual O.C.C. car show will be at Merchandise Mart. The dates have been changed to Oct. 5-7, 1990.

Meeting was adjourned.

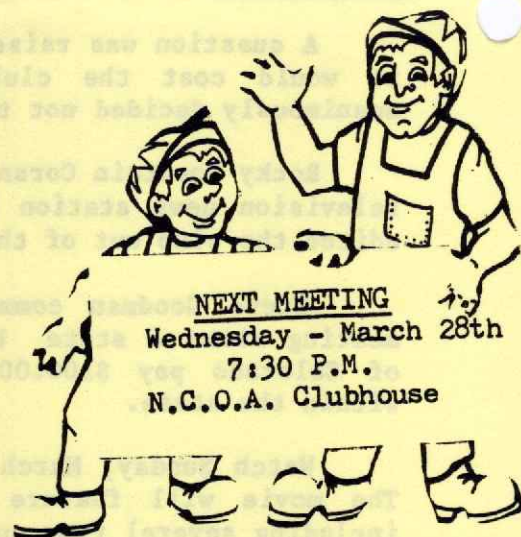
Respectfully submitted:

Dale Carraway
Dale Carraway



APRIL BIRTHDAYS

April 10th	Ed Malew
April 13th	John Koll
April 28th	Woodrow Brown



NEXT MEETING
Wednesday - March 28th
7:30 P.M.
N.C.O.A. Clubhouse



1965 Corsa - 63,000 actual miles. This Corvair is red with impeccable white interior and is in original mint unrestored condition. I purchased this car from original owner in 1975 and it has been garaged with cover since. Price \$4500.00. It can be seen by calling Gil at 528-5133

HAVE YOU CLEANED YOUR BATTERY BOX TODAY?

One portion of the car that gets overlooked is the tray under the battery. The early model is probably worse, as moisture collects between the rubber tray and the metal. Also there is a drain hole in the body on all the cars that gets plugged. With spring arriving, take a few minutes and remove the battery and clean the metal. Some rust proof primer and a coat of paint will help too. What I have always done in to cover the top of the battery with thin foam rubber to keep the fumes from attacking the top of the fender. On the late models, you can use a marine type battery box to hold the battery and cover it too.

TIRE PRESSURES

I still see cars come into the shop because the steering is "loose". The first thing I check is tire pressures and invariably the fronts have 30-35 lbs. After lowering the fronts to 20 and making sure that rears have 32-35lbs, the problems are solved, in most cases. Sometimes it is the type of tire tread that makes the car wander, the square tire tread like the old c-70 or c-78 seems the worst, obviously radials make the most sense. The alignment will also cause problems with wandering and if the rear is out, you will chase the back of the car and it will seem that the steering is loose. Other steps to correct include raising the rear tire pressure a bit or lowering the front or both, using a size smaller tire on the front (not too small) or increasing the size of the front sway bar. The sway bar will help more in the corners correct over-steer instead of straight down the road. Lastly, a little more caster angle will help in straight line driving.

TRIVIA QUIZ

If everything goes right, next month will be a trivia quiz, mostly on Corvairs but maybe something extra thrown in. I am going to furnish the prizes myself, you have to bring your answers to the meeting to be eligible.

By STEVE
GOODMAN

The following article is from the question and answer session of the Old Car Council meeting of January 1990. Answers were furnished by the Denver Motor Vehicle Department. Article was submitted by Walt Hundertmark.

A TALK WITH THE DMV

At this time the DMV is considering a number of options to combat the misuse of the 'Collector Series' plates. Included are; 1) An affidavit from a car club or qualified organization that the car is a 'Collectible' vehicle; 2) Incorporate the 'collector Series' plates into the emissions program; 3) Raise the price of 'Collector Series' plates to the same level as the standard vanity plates; 4) A combination of the above. The DMV feels that our concerns about the legal future of our hobby are understandable & valid.

Q: Why can't I get 'CS' plates for my boat, trailer, cycle, whatever? Why can I only get them for a car or truck?

A: The DMV is not at fault for this. It is the legislators that decide what sort of vehicles or individuals are eligible for any type of plate issued by the state. The DMV is allowed no flexibility in these matters.

Q: Are 'CS' plates offered or are you suppose to ask for them at the county clerks office?

A: There is no rule on this nor does the DMV have the authority to make such a rule. As a result this is up to the discretion of each office & clerk.

Q: Why can't there be a Vanity 'Collector Series' plate?

A: The legislators did not allow for this when they passed the laws regarding 'CS' plates. Again, this is something that the DMV has no control over. The DMV is considering lobbying the legislators to allow all standard Colorado plates (ie POW, Handicap, 'CS', ect) to be vanitized(?) as a revenue raising device.

Q: If I let my plates expire, do I have to get new ones?

A: Although there is no law regarding this matter, it is DMV policy that if the plates have been expired for more than 13 months, you must get new ones. The reason for this being that the computer is purged of all inactive numbers on an annual basis. Once these numbers have been purged they can not be reactivated and new plates must be issued.

Q: How can one get plates for a car that is not eligible for the 'CS' plates and yet is undergoing a restoration and is parked on the street?

A: You can't. About the only thing you can do is get an 'Ownership Tax' paid receipt and check into your local governments laws regarding vehicles parked on the street. The DMV admits that this is a problem area but at the moment do not have a solution to this problem.

Q: What is the renewal procedure for 'CS' plates?

A: The county should mail you a renewal card at the beginning of the month that your plates expire. If they don't you should contact your local office to see what is going on.

Q: What can be done to redesign a plate?

A: Once again, the design of a plate is something that is decided upon in the house and senate, DMV has no control over this although they can and do make recommendations to the legal bodies involved.



Q: On some type of vehicles the designation of two door/four door does not discribe properly what the vehicle is (ie Model T's). What can be done to correct this?

A: This is a problem that the DMV was not aware of, they shall be investigating this to see if this problem can be corrected.

Q: I wish to invest in a collector vehicle. This vehicle has the original design 'CS' plates with the Lincoln Continental on them. Can I transfer these plates into my name?

A: No, but due to a loophole in the law you can keep those plates with the vehicle if you are willing to go through a difficult procedure. To show you how to do this we will lookat an example of the procedure. **NOTE:** It is advised that you have a lawyer help you with this or you could lose your money and the car!!

Person A wishes to purchase a vehicle from Person B, this vehicle has original style 'CS' plates which person A would like to keep on the car. As things stand, the title is in Person B's name. Person A and Person B go to the DMV and change the title so that it has both person A's and Person B's name on it. After the title clears and a new title has been issued with both persons names on it both people go back to the DMV and have Person B's name taken off the title. Person A can now have the original plates put into his/her name only.

As it was explained to us, plates are issued to a person, not a vehicle. As long as the same name appears on the title those plates can stay with that person or car. In the example above since Person A and Person B's names appeared on the title AT THE SAME TIME a transfer of plates was allowed. You will note that it is possible for a person of less than reputable motives to pull a fast one if you don't protect yourself.

STATEMENT: The DMV recognizes that there are a number of problems being encountered with the diesel emissions program and is working to modify the program at this time. RTD is self certified when it comes to the emissions program and are subject to the emissions program. There are no plans to change the law regarding 'Horseless Carriage'. As for the diesels the DMV feels that the problem is more with the driver than with the vehicle.

Q: I wish to report a vehicle that is smoking, who do I call to complaint to?

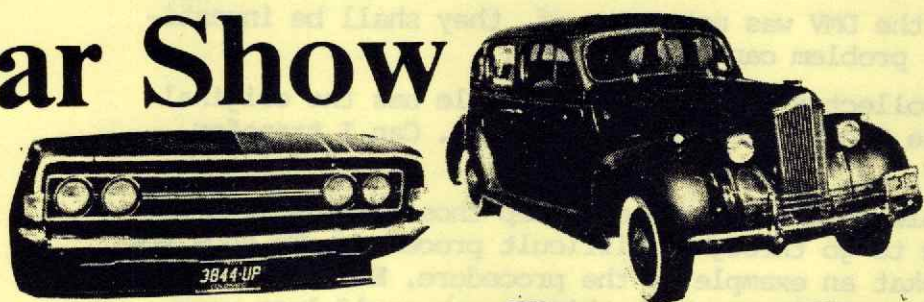
A: Call 303/744-2442 or 303/364-4135. The DMV will send that person a not so nice letter telling them that a complaint has been filed on that vehicle. It generally takes 3 or 4 weeks from the time of the complaint to the time that the letter goes out. The DMV is currently setting up a hot-line that will be better able to handle these complaints. For Colo. Spr. call 633-2333, Ft. Collins/ Greeley area call 221-5324.

Q: Isn't a vehicle that is 25 years old or older automatically exempt from the emissions test?

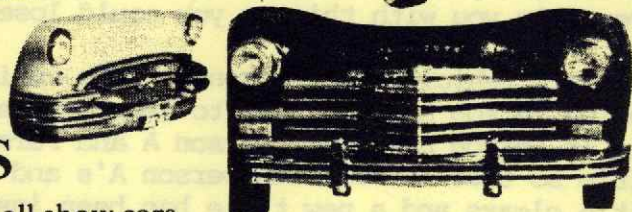
A: No. To be exempt from the test it must have 'Collector' or 'Horseless Carriage' plates on it. On the same subject, vehicles made between '68 and '74 do not have to have the visual test due to the fact that emission systems had not been standardized. It is doubtful that a visual test will be required on these vehicles for that very reason.



7th Annual Antique & Special Interest Car Show



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

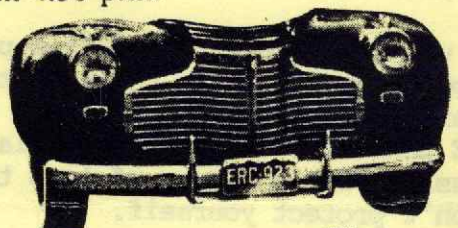


ACTIVITIES

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

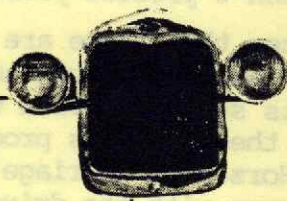
All cars for sale must be
put thru the Car Corral



**For more information or mailing of
Entry Pre Registration Forms:**

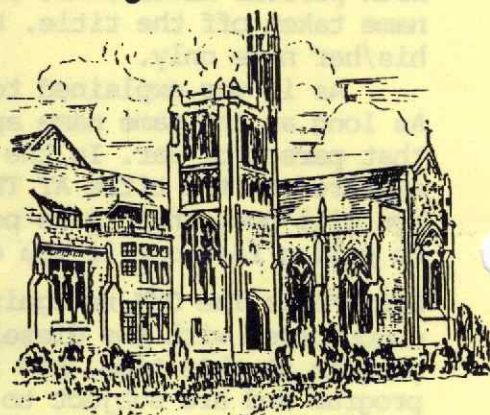
Glyn Holloway
P.O. Box 448
Canon City, Colorado 81212

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



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**

Durango Colorado

\$45.00 - 1 person

\$44.00 - 2 King

4 people

Number	Entrée Choice	
<input type="checkbox"/>	Prime Rib	\$10.00
<input type="checkbox"/>	Chicken Alfredo	9.00
<input type="checkbox"/>	Grilled Chicken Breast	9.00
<input type="checkbox"/>	Fettuccine	9.00
<input type="checkbox"/>	Lasagna	8.00

SCHEDULE

FRIDAY

Registration: before 5:00pm and after 8:00pm at the hospitality room at the Mountain Shadows Motel - 3255 Main Avenue.

All Day Train Trip: 8:30am to 5:30pm.

Registration: from 5:00pm to 8:00pm at á Roma Restaurant 2659 Main Avenue (in the banquet room) hors d'oeuvres will be served. It will be a time to share "Corvair stories".

SATURDAY

Registration: at the hospitality room at the Mountain Shadows, (the room will be open all day)

10:30 Meet in the parking lot of the host motel for a day of fun-in Durango. There will be a

Show-n-Shine, mystery tour, some free time for you and your family if you choose.

6:30pm Banquet at á Roma Restaurant 2659 Main Avenue in the banquet room.

SUNDAY

On your own for breakfast and a special good bye's in front of the Mountain Shadows Motel.

Train Information:

It leaves the station at 8:30am and arrives at Silverton at 11:45, leaves Silverton at 2:00pm, arriving Durango 5:15 (or you can take the bus back to Durango from Silverton if you just want to ride the train one way). It is the only regulated 100% coal fired steam powered Narrow Gauge in the United States. The spectacular scenery along the 45 miles of rail-road track is the sum total of erosion of the landforms by running water, glacial ice and wind, coupled with the opposite forces of nature, mountain building or uplift. Just before the train leaves the station you may notice a railroad employee on a motor car start up the track ahead of the train. His job is to see if any wash out or rock slides occurred since #62 or #464 came down last night. Another motor car will follow the train to protect the rear end, put out any fires started by sparks from the engine. If you wish to take the train on another day beside Friday May 18th, the phone number is (303)247-9349. Adults \$37.15 Children (5-11) \$18.65

Railbus Information:

Departs Rockwood (16 miles north of Durango) at 12:01, you must be on board at 11:45am. Arrives at Cascade Canyon Wye at 12:40 and departs at 1:45 arriving at Rockwood at 2:30. Adults \$15.00 Children (5-11) \$7.50

Mesa Verde

Just a few minutes from Durango is the National Park, there are over 300 ruins of pre-historic Cliff Dwellings, three of these are the Cliff Place, Spruce Tree House and the Balcony House. Permits are \$5.00

ROCKY MOUNTAIN ROUND UP

Name _____ Number in your party _____
Address _____ City _____ State _____ Zip _____
Phone (____) _____

[] I/We wish to make a reservation on the Durango & Silverton Narrow Gauge Train Ride for **FRIDAY MAY 18th** and we have checked our meal selection for the Saturday Banquet.

Enclosed is our check for the train trip only \$ _____ Adults \$37.15 Children \$18.65 (5-11)

[] I/We will **NOT** be going on the Friday Train ride, our meal selection for the Saturday night Banquet is marked on the reverse side. (no money needed at this time for the banquet)

Send reservations to: RMC c/o Bill Smith, 556 South Gardenia, Lakewood, CO 80228

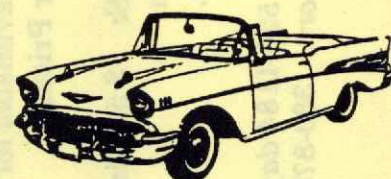
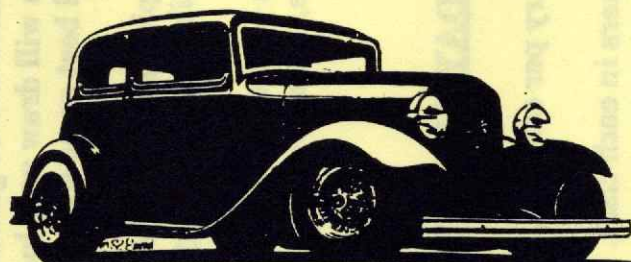
Reservations **MUST** be received **NO** later than April 15, 1990.

If you are **NOT** going on the train, the meal selection must be in by May 10, 1990.

Town Tejon

90

4th Annual
Colorado Springs
Auto Jamboree



May 19 & 20, 1990
2 days of Fun



Saturday

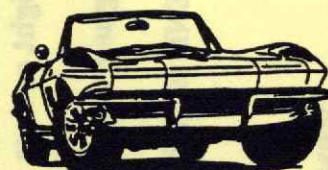
* **Poker Run & Sock Hop** *

Sunday

* **Car Show** *

All Makes All Models All Years
Cars Trucks 4x4's Vans Motorcycles

* **Valve Cover Drag Races** *

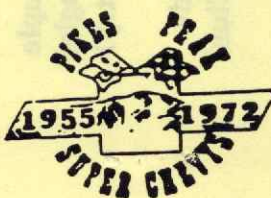


Tejon at Vermijo - Pioneer Museum
Open to Public 10 a.m. - 4 p.m.
Spectator Admission - 25 cent donation

Proceeds to Benefit the Make-A-Wish Foundation of Colorado

For Registration and Info call
520-1184 or 574-8239

Presented
By



4TH ANNUAL TOUR TEJON AUTO JAMBOREE

☆ SATURDAY EVENTS ☆

POKER RUN: \$ 5.00 entry fee.

Registration 11 - 12:00 Noon at Pioneer Museum.
Starts at 12:00 Noon.

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

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

Top poker hands and best game scores will win prizes.

SOCK HOP: \$ 5.00 Couple, \$ 3.00 Single

to be held at Graffiti's on N. Academy

Starts at 7:00 p.m.

Fun and Games plus Great Music.

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

Door prizes.

☆ SUNDAY EVENTS ☆

CAR SHOW: \$ 5.00 entry per car.

21 classes to enter.

Trophies to top winners in each class.

Dash Plaques to First 500 entrants.

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

Entrants Eligible for Door Prizes.

VALVE COVER DRAG RACES: \$ 5.00 indiv, \$ 25.00 Club

Races Start at 12:00 Noon.

Modified & Stock Classes.

For More Information Call: 520-1184 days or
634-7378, 574-8239, or 380-8785 evenings.

I would like to enter the Tour Tejon Auto Jamboree

Name: _____

Address: _____

Make: _____ Model: _____ Year: _____

Club Affiliation: _____

Insurance Co. _____

I will be participating in the following events:

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

Sock Hop (Saturday) _____ (\$5.00 couple
\$3.00 single)

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

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

Total Enclosed _____

Liability Waiver

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

Signed _____

SEND ENTRIES TO:

Tour Tejon Auto Jamboree
315 So 14th St.

Colorado Springs, CO. 80904

Please Return BY MAY 1st.

**PLEASE SUPPORT
OUR
ADVERTISERS**

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

Call CHUCK SEELYE
685-5848

P.O. Box 952
Manitou Springs, Colo
80829

Happy to help without obligation

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

IT'S A FACT

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

We accept VISA and MASTERCARD or can send COD (Cod's \$2.75 extra) or you can mail us in a check with your order. We ship 95% of our orders the same day received and have a "fill-rate" of 94%. When you need parts we get them out to you without delay!

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

**1990 Catalog
\$4.00**

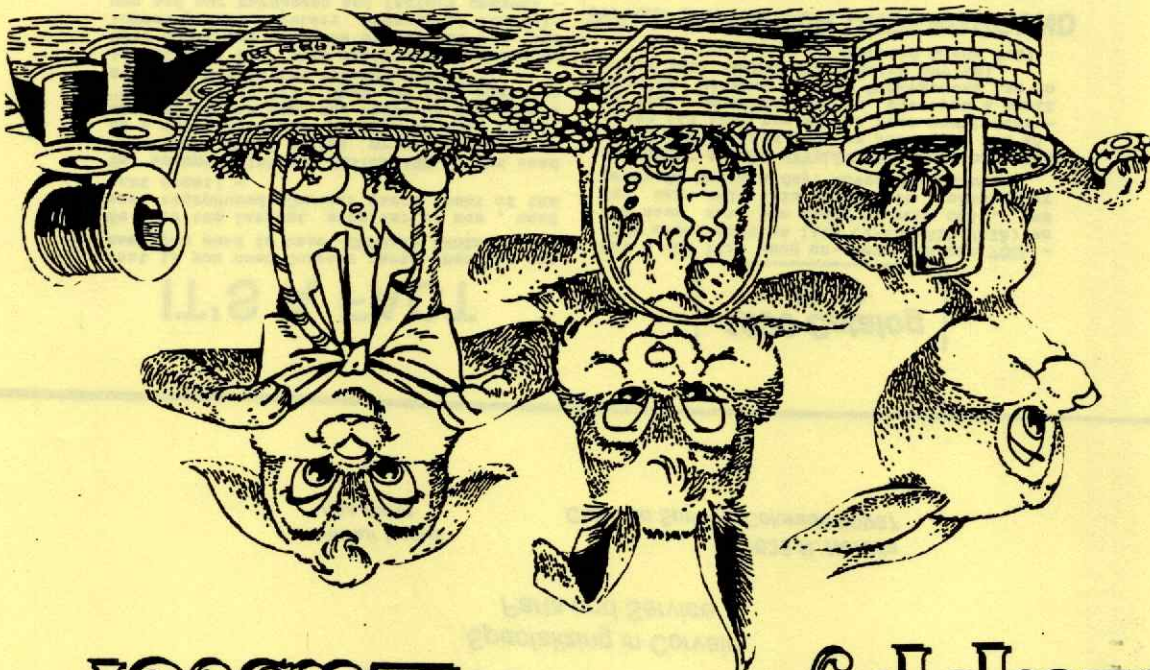
BUT - the list goes on- now with our TOLL - FREE order machine line (1-800-825-VAIR) we can even save you money on your call. And you can call this number to place your order 24 hours a day, seven days a week!

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

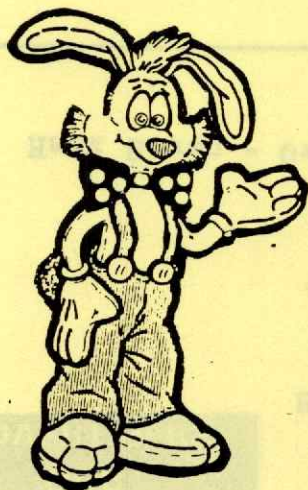
WALL'S CORVAIR UNDERGROUND

10818 NW ST HELENS HWY, PORTLAND OR 97231
503/283-2610 or 800/825-VAIR



Happy Easter

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



SEND TO:

Walter Hundertmark
2322½ N. Cooper
Colorado Springs, Colorado
80907

THE

DRIP LINE

VOL. XIII

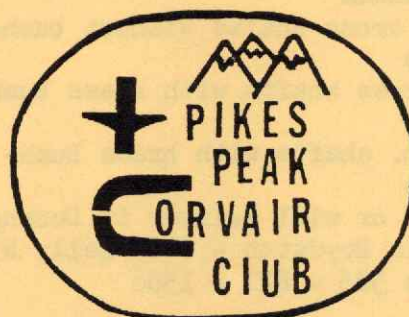
NO. APRIL - 1990



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	Dale 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	Dorothy & Ed 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 month's publication. Classified ads are free to members. Commercial rates are available upon request.



NOTES FROM THE PREZ

Thanks to all who attended the March meeting. In the coming monthes, we are scheduled for several parades. Please watch the dripline for the dates. Most pending is the Rocky Mnt Roundup in Durango. The dates are May 18-20. If you want to ride the train on Friday, Call Bill Smith in Denver quickly, he has only a few seats left. I would like to suggest another brunch meeting in a couple of months, if anyone has a favorite place, let us know at the meeting. Hope to see you all in April.



FOR SALE

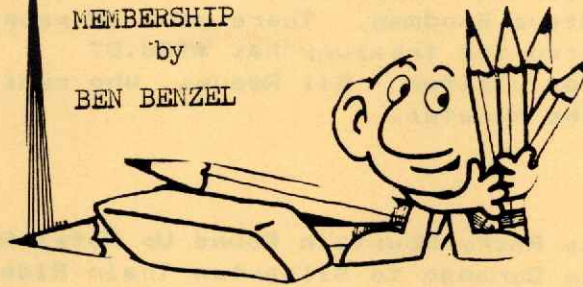
CARBURETOR CROSS SHAFTS

	<u>Exchange</u>	<u>No Exchange</u>
New '65 Corsa cross shafts with brass bushings in stands	\$35.00	\$40.00
New '65 Corsa cross shafts without bushings in stands	\$30.00	\$35.00
New 2 carb. cross shafts with brass bushings in stands	\$30.00	\$33.00
Rebuilt 2 carb. shafts with brass bushings in stands	\$25.00	\$28.00

Shipping \$2.00 or will deliver to Durango at rally
 Contact Francis Boydston - 6829 Kelly N.E. - Albuquerque, New Mexico 87109
 Phone 505 - 821 - 1506

'64 Corvair MONZA convertible - 1 year old rebuilt engine. All original equipment - new top and carrier - excellent tan vinyl interior - 4 speed new tires. \$4000.00 negotiable
 Call Mrs. Babe Arnette - 685-5272

MEMBERSHIP
by
BEN BENZEL



The following named members have dues now due or past due. Membership in Pikes Peak Corvair Club is important to us and a \$10.00 family membership per year is very economical. Dues can be mailed to Pikes Peak Corvair Club, P.O.Box 15034, Colorado Springs, Colorado, 80935 or better still bring them to a meeting if you can. Any questions, please contact Ben Benzel at 598-6886.

Kay & Michael Headley	3-90
Walter Hundertmark	3-90
Art & Karen Luque	3-90

Please respond at earliest. Thank you/

Pardon the goof// Sorry I included the 1989 flyer for the Canon City Car Show & Swap Meet on May 26th. You will find the correct flyer this time. Please note the \$2.00 per car entry fee.

Ben Benzel
Membership

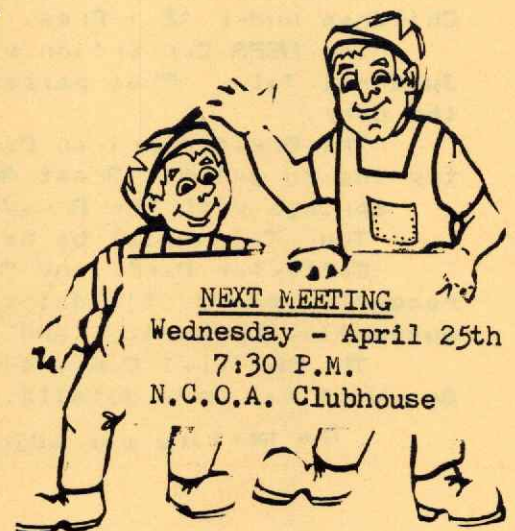
Its parade and showtime:

Pikes Peak Corvair Club will Participate in the V.F.W. State Convention parade on Saturday, June 16th at 2:30 P.M. in Colorado Springs. Please let Ben Benzel know at 598-6886 if you would like to enter. Need cars (hard tops and convertibles). So lets have a nice big unit. Call early to reserve your spot. DO IT NOW.

MAY BIRTHDAYS



May 3rd	Michael Headley
May 8th	Cindi Phillips
May 13th	Ronald Lezon
May 14th	Bobbie Koll
May 18th	John Rosales
May 27th	Dale Carraway
May 31st	Chuck Harlow



The Pikes Peak Corvair Club was called to order at 7:30 P.M., 28 March 80 by club president, Steve Goodman. There were 23 people in attendance. John Koll reported the treasury has \$796.67. There was one new visitor - Gil Reeves, who owns a '65 Corvair. Welcome Gil. No changes to the minutes.

OLD BUSINESS

Response for the Rocky Mountain Round Up Hotel Reservations has been very good, but not for the Durango to Silverton Train Ride.

NEW BUSINESS

Pikes Peak Community College Car Show and Swap Meet on April 21st, from 9 A.M. to 3 P.M. at the Pikes Peak Comm. College Parking Lot D. It's Sponsored by the VICA Club.

Parade at Westcliffe Colo. on May 26-27, starting at 10:30 A.M. No Response to attend.

Chevy Showdown 1990 will be on June 9 at the Bear Valley Shopping Center at Hampden & Sheridan in Denver.

VFW Parade in Colo. Springs on June 16 at 2:30 P.M. Deadline for entry is May 31st. Two cars will be entered from P.P.C.C in the parade; Steve Goodman plus one other.

Cripple Creek Parade on Sat. June 23.

Ben Benzel reminded us that the Abby Car Show/ Swap Meet is coming soon. and Denver County Fair Car Show at the Denver County Fairgrounds. Stay tuned for more details.

MEMBERSHIP REPORT

Visiting, but with the potential to become a new member is Joe Kokomies who owns a '63 Corvair Van.

John Rosales has rejoined the club. Welcome Joe and welcome back John.

O.C.C. REPORT

The 22nd Annual Mountain States Swap Meet will be from 2-3 June at the FleaMarket area at the Rocky Mountain Greyhound Park in Denver. Volunteers are needed for three hour shifts. Our club gets to pick some of the choice shifts because of the distance to travel. Our club will get a share of the funds for any work performed. See Walt for more info.

Next O.C.C. Meeting will be President's Night. Hotel accommodations at the Sheraton Hotel in Lakewood for Club Presidents will be free?

Collector Car Auction 1990 will be at the National Western Stock Show on 27-28 April.

The Ninth Annual All Day Chevy Car Show & Swap Meet will be at the Jefferson County Fairgrounds, 16 June from 7:30 - 10:30 A.M. Admission - \$1.00, Children under 12 - Free.

The MBRA Convention will be held at the Pueblo State Fairgrounds from 29 June - 1 July. Free passes are available, otherwise admission will be \$5.00 at the door.

The Great American Race will be coming through Denver soon and Walt is trying to get the Great American race to come through Canon City and Colorado Springs with the Broadmoor Hotel as the host hotel.

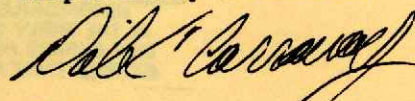
Tour Tejon will be held on 20 June by the Pioneers Museum, downtown.

Collector Parts and Services, Ltd. 10320 W. 81st St, Arvada, Colo. has recently opened it's doors. They specialize in parts and service for the automotive enthusiast and professional.

The National Convention of Historic Truck Association will be 24 - 26 May. See Walt for more details.

The meeting was adjourned at 8:05 P.M.

Respectfully submitted:


Dale Carraway

LATE TURN SIGNAL SWITCHES

If you own a 67-69 you know the price of a turn signal switch. You also know that a repair cam cannot be had like the 65-66. The switch is made in one piece. The trick to NOT breaking the catch is to never cancel the switch by hand. Let the built in canceller on the back of the steering wheel do the work for you. There is an unlocked position for use during lane changes.

TRIVIA QUIZ

Due to a lack of imagination on my part, the trivia quiz is postponed for a month. Please stay tuned.

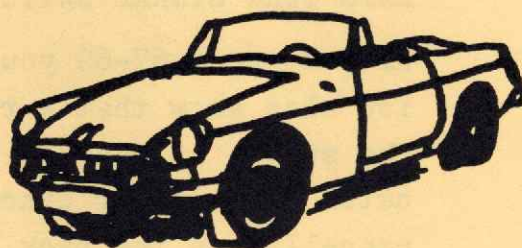
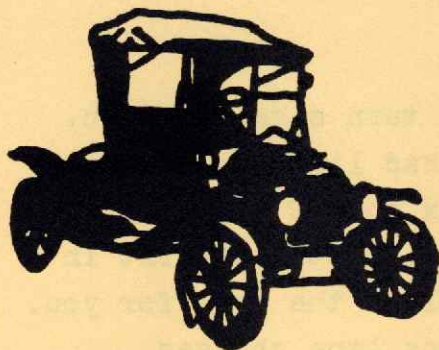
FREON AND THE EPA

It appears that the EPA will stop sales of R-12 in the small cans shortly and thus stop the home mechanic from charging their own a/c. Along with this, shops will be required to have a scavenging system (commonly known as a 'vampire'). This pulls the r-12 from the system, filters it and makes it reusable, unfortunately it is in 30lb bottles. A law was just passed in Denver last night for this and probably more cities will follow suit. Stock up on r-12 now. By the way, the vampires sell for 2500-3500 bucks.

IN APPRECIATION

Every once in a while we should all be thankful of the workers in our club. In no particular order, Walt H. for driving to Denver each month and attending the OCC meetings, Dorothy Maylew and Lillian Block for doing the DRIPLINE, Ben Benzel for helping with the DRIPLINE and coordinating the meeting place and NC6 club brunches and John Koll for watching our money, Dale Carroway for recording my mistakes and Marcia Shuck for running things if I'm not there and taking messages for me so you don't have to call long distance. Lastly, thanks to all the ladies who bring desserts.

See Yeah!!
STEVE GOODMAN



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**SPECIALIZING IN PARTS AND
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ENTHUSIAST AND PROFESSIONAL**

**PARTS FOR NEW, COLLECTOR, VINTAGE
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RESTORATION, WE CAN SAVE YOU TIME AND MONEY.**

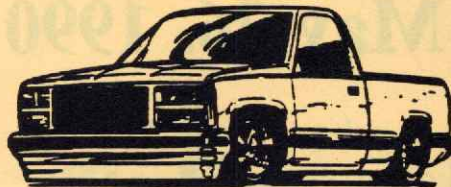
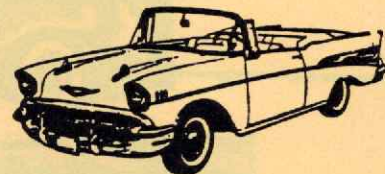
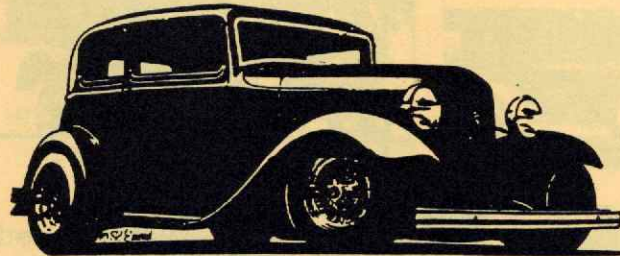
**HOURS:
8-5 MON- FRI
9-11 SAT MORNING**

**MAILING ADDRESS
10320 W. 81ST
ARVADA, CO
80005**

Tejon Tejon

90

4th Annual
Colorado Springs
Auto Jamboree



May 19 & 20, 1990
2 days of Fun

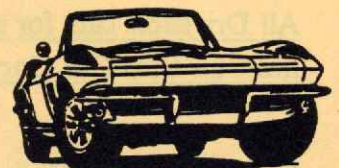


Saturday

* Poker Run & Sock Hop *

Sunday

* Car Show *



All Makes All Models All Years
Cars Trucks 4x4's Vans Motorcycles

* Valve Cover Drag Races *

Tejon at Vermijo - Pioneer Museum

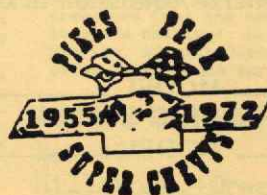
Open to Public 10 a.m. - 4 p.m.

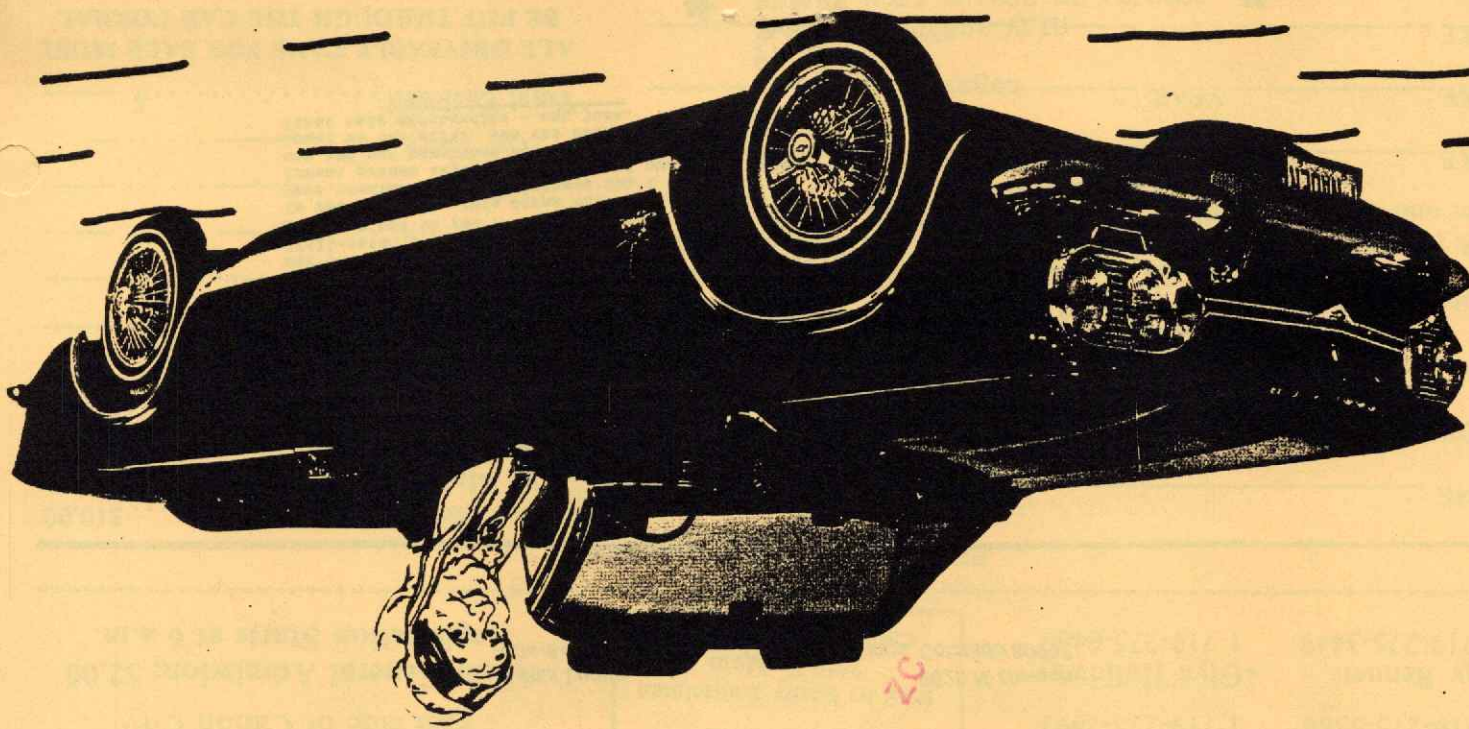
Spectator Admission - 25 cent donation

Proceeds to Benefit the Make-A-Wish Foundation of Colorado

For Registration and Info call
520-1184 or 574-8239

Presented
By





Happy Mother's Day.

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



SEND TO:



Walter Hundertmark
2322½ N. Cooper
Colorado Springs, Colorado
80907

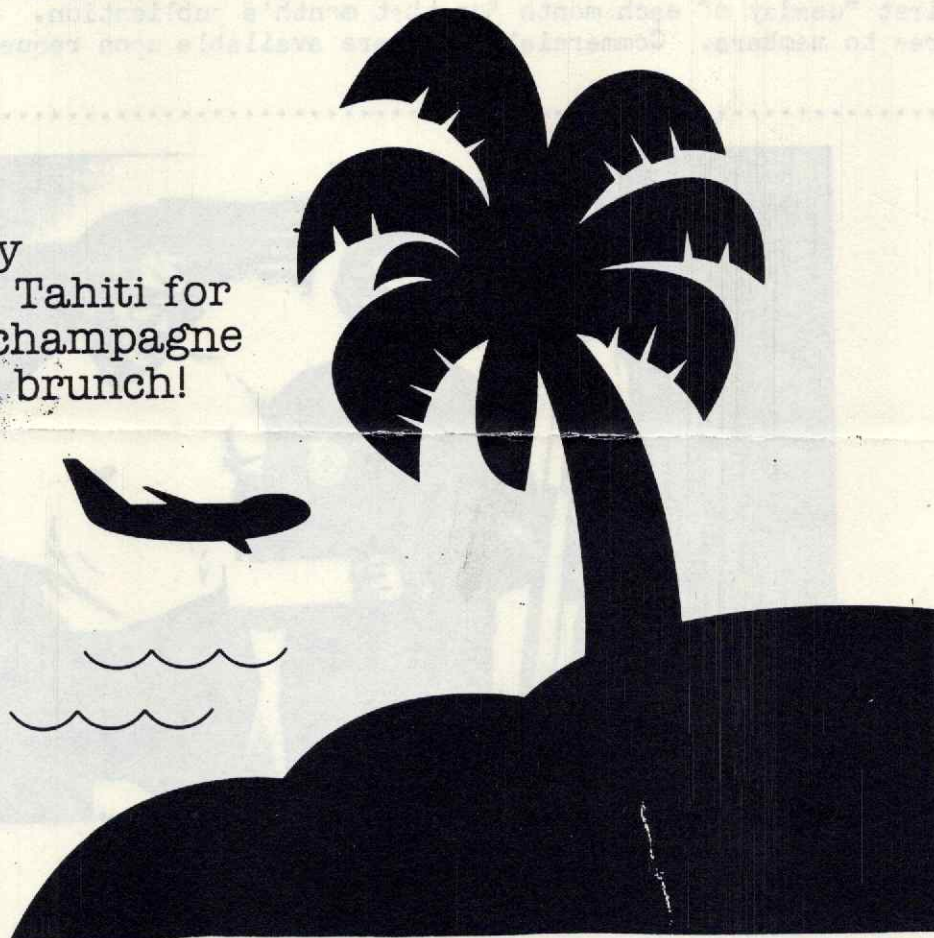
THE

DRIP LINE

VOL. XIII NO. 5 May, 1990

AN IDEA FOR OUR NEXT BRUNCH

Fly
to Tahiti for
a champagne
brunch!



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	Dale Carraway	596 4313	
Treasurer	John Koll	593 1928	
Member at Large	Art Lucue	634 6434	
Member at Large	Ray Schick	392 8224	
CCC Rep.	Walter Hundertmark	632 2865	
Drip Line	Jim & William 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 month's publication. Classified ads are free to members. Commercial rates are available upon request.



When You Have a Question On
Life or Health Insurance

Call CHUCK SEELYE
685-5848

P.O. Box 952
Manitou Springs, Colo
80829

Happy to help without obligation

NOTES FROM THE PREZ

Thanks to all that attended the April meeting. By the time you read this the Roundup in Durango will be over. I am sure it will good time. Don't forget that we have two parades in June. Come to the May meeting and sign your car up or call Ben or Marcia.

At the Denver meeting on May 4, they suggested getting together for another picnic like we did in Castle Rock last year. We will talk about it at the May meeting. See you all then.

IT'S A FACT

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

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

We accept VISA and MASTERCARD or can send COD (Cod's \$2.75 extra) or you can mail us in a check with your order. We ship 95% of our orders the same day received and have a "fill-rate" of 94%. When you need parts we get them out to you without delay!

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

**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

BOX 404, HILLSBORO, OREGON 97123
Phone 800 825 VAIR

TRIVIA QUIZ

- 1 State the total Corvair production 60-69 _____
- 2 Name the shortest production model _____
- 3 How many of that model were produced _____
- 4 How many 1969 converts were built _____
- 5 What year was turbo introduced on Corvairs _____
- 6 Name the 'father of the Corvair' _____
- 7 What years carried the Lakewood name _____
- 8 Name 4 air cooled cars built through the years _____

- 9 What year was 110hp introduced _____
- 10 Is the answer to #6 still alive _____
- 11 What was name of Australian GM Chevrolet _____
- 12 What was preproduction Corvair named _____
- 13 What year did GM introduce the V-8 _____
- 14 Name any GM Show car _____
- 15 What was exact date of Last Corvair produced _____
- 16 Name one past president of CORSA _____
- 17 What does 'Spyder' mean in sports car language _____
- 18 Name the founder of CORSA _____
- 19 What year was Monza 4dr introduced _____
- 20 Who was in charge of Chevrolet performance in 53-87 _____
- 21 Who won the 1989 Indy 500 _____
- 22 Who built that winning car _____

That ought to be enough questions. I will bring a tie breaker or two with me to the meeting. The only requirement is that you must bring this quiz to the meeting to win. A pair of thermostats in the grand prize and lesser for the next 4.

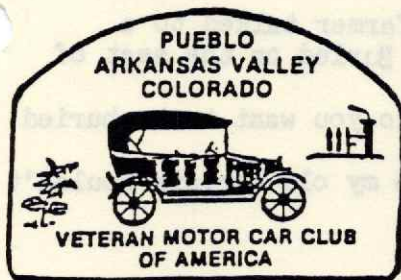
GOOD LUCK!!
STEVE GOODMAN

WALL'S CORVAIR UNDERGROUND

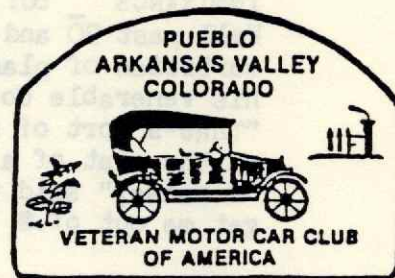
BOX 404, WILSON, OREGON 97152
Phone 800 625 4414

SWAP MEET & CAR SHOW

SPONSORED BY:

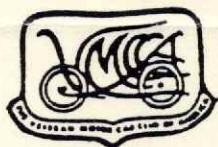


**MAY
19**



SAT. — 6 A.M.-5 P.M.

Pueblo Greyhound Park



LAKE AVE. AND PUEBLO BLVD.
I-25 TO EXIT 94, WEST ON
PUEBLO BLVD. TO LAKE AVE., ON
THE LEFT (DOGTRACK PARKING LOT)



**All type vendors welcome
No Food**

FOR REGISTRATION OR INFORMATION, CALL OR WRITE:

VINCE CHIFALO
66 Wheatridge
Pueblo, Colorado 81005
(719) 561-3022

NOLAN ZIMMERMAN
10 Robertson Rd.
Pueblo, Colorado 81001
(719) 544-9453

ADVANCE REGISTRATION REQUESTED

Craft Show

NAME _____

12 x 22 SPACE — \$10.00

ADDRESS _____

CAR CORRAL — \$ 5.00

CITY _____ PHONE _____ #OF SPACE _____ ENCLOSED \$ _____

1961 Corvair Monza 900, 2 door, automatic transmission rebuilt. Stock tinted windows. Extra parts and carburetors. Original aqua green. Front end shock, steering box, brake and bearings all just rebuilt. \$500. Jim Woodward 632 965, or Work 475, 8282

INSURANCE BUY NOW

Well past 90 and feeling a mite poorly, the prudent farmer talked to a mortician of plans for his funeral - insisting he be Buried on the seat of his venerable Corvair.

"That*s sort of unusual," said the mortician. "Why do you want to be buried on the seat of a Corvair"?"

"Because," said the farmer, "I've never seen the hole my old Corvair couldn't get me out of."



- It's not the minutes you spend at the table that make you fat—it's the seconds.

- Parking places aren't really hard to find; look how many people find them before you do.

- Patience is something you admire in the driver behind you and don't understand in the one ahead.

Happy Birthday Wishes.

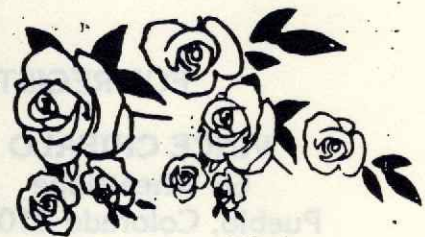
MAY

3 Michael Headley
8 Cindi Phillips
13 Ronald Lezon
14 Bobbie Koll
18 John Rosales
27 Dale Carrway
31 Chuck Harlow

June

9 Doreen Dowswell
13 Ruth Goodman

16 Sandra Lezon
16 Dale Weaven
19 Ray Schick



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22nd Annual MOUNTAIN STATES

**DENVER
COLORADO**



— 1100 —
SPACES
(inside & outside)

SWAP MEET

(PREVIOUSLY AT ADAMS COUNTY FAIR GROUNDS)

NOW AT

'THE FLEA MARKET' at THE DOG TRACK
64th & COLO. BLVD. (HWY 2)

• See Map On Other Side •

NORTH OF MILE HIGH KENNEL CLUB

— **JUNE 2 & 3, 1990** —

FOR ADDITIONAL INFORMATION

SWAP MEET CHAIRMAN: ALAN EBER, 5700 E. STANFORD DR. ENGLEWOOD, CO 80111 (303) 770-5020

HOURS

Friday

- Vendor Move-in - Noon - 10PM
- Closed To General Public

Saturday

- Vendors Admitted - 5AM
- Public Admitted - 7AM - 6PM

Sunday

- Vendors Admitted - 6AM
- Public Admitted - 7AM - 6PM

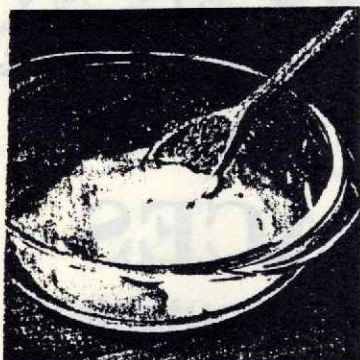
INSTRUCTIONS

1. Fill In Reservation Form
2. Detach At Cut Line
3. Make Checks Payable To:
OLD CAR COUNCIL OF COLORADO
4. Mail Form With Payment To: **Alan Eber,**
5700 E. Stanford Dr. Englewood, Co 80111

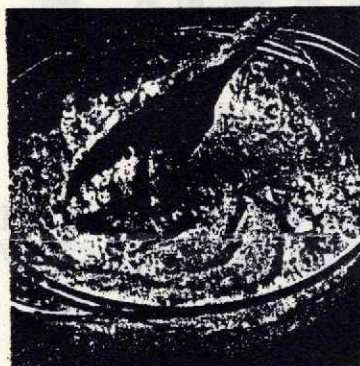
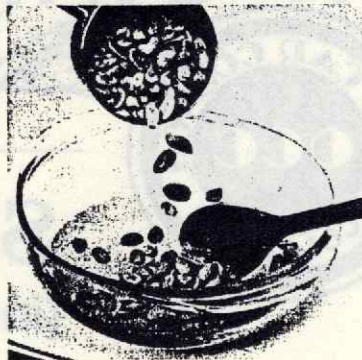
Spaces Will Be Reserved On A First Come, First Served Basis.
NO Space Reserved Without Receipt of Payment in Full.

Gate Admission \$2.00 Children under 12 FREE

HOW TO MICROWAVE PEANUT BRITTLE

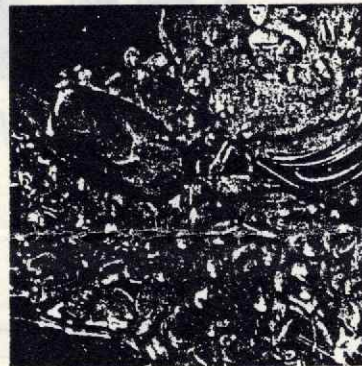


Stir well to combine sugar and corn syrup. Stirring this mixture helps it to microwave evenly. Add peanuts, stirring well. Stir again when adding butter and vanilla.



Stir in baking soda until mixture is light and foamy. Spread out quickly on greased cookie sheet. When cool, flex sheet to remove.

Munching Peanut Brittle



Recipe courtesy of General Electric from their "Microwave Guide and Cookbook".

Helpful Hints:

Instead of trying to even the brittle on the cookie sheet -- while it is still hot -- tilt the cookie sheet and it will spread easier.

Located raw peanuts at "Cubs" in their bulk food department. Understand that "Safeways" also carry the peanuts in their bulk food department.

Recipe is also good using walnuts from Block's walnut grove. Still haven't found out how to eliminate calories.

Dorothy

Candies



Candies demonstrate many of the advantages of microwaving. Chocolate and caramelized mixtures which require careful attention and constant stirring by old-fashioned methods, microwave with occasional stirring.

MUNCHING PEANUT BRITTLE

This is the same old-fashioned recipe which required constant stirring in a black iron skillet. Stir only 4 times when microwaving.

POWER LEVEL: High (10)

MICROWAVE TIME: 8 to 11 min., total

1 cup sugar In 1½-qt. casserole stir together sugar and syrup.
½ cup white corn syrup **Microwave at High 4 Minutes.**

1 cup roasted, salted ... Stir in peanuts. **Microwave at High 3 to 5 Minutes**, until light brown.

1 teaspoon butter Add butter and vanilla to syrup, blending well. **Microwave at High 1 to 2 Minutes** more. Peanuts will be lightly browned and syrup very hot.

1 teaspoon baking soda .. Add baking soda and gently stir until light and foamy.

Pour mixture onto lightly greased cookie sheet, or unbuttered non-stick coated cookie sheet. Let cool ½ to 1 hour. When cool, break into small pieces and store in airtight container.

Makes about 1 pound

NOTE: If raw peanuts are used add, before microwaving, to the sugar-syrup mixture, along with ¼ teaspoon salt.

ALMOND BRITTLE

Substitute 1 jar (7-oz.) dry roasted almonds for peanuts and 1 teaspoon almond extract for vanilla. Omit butter and add 1 cup (4-oz.) shredded coconut with 1 teaspoon almond extract.

PECAN OR CASHEW BRITTLE

Omit peanuts and add 1 cup pecan halves or 1 jar (7-oz.) dry-roasted cashews.

MEMBERSHIP

The following named members have dues now due or past due. Membership in Pikes Peak Corvair Club is important to us, and a \$10.00 family membership per year is most economical. Dues can be mailed to Pikes Peak Corvair Club, P.O. Box 15034, Colorado Springs, Colorado, 80935, or better still bring the dues to a meeting if you can. Any questions, please call Ben Benzal at 598 6886.

* Kay and Michael Headley	3/90
* Walter Hundertmark	3/90
* Art & Karen Luque	3/90
Denny & Dorothy Myers	5/90
Francine & Carl Webb	5/90
Linden & Marcene Welle	5/90

* Indicates Final Notice. Please respond TODAY! Thank You
Ben Benzal
Membership

PARADE & SHOWTIME

PFCC will participate in VFA State Convention parade on Saturday, June 16th at 2:30 P.M. in Colorado Springs, and on June 23 in Cripple Creek, Colorado. So get those machines in shape and call Ben Benzal at 598 6886 or Marcia Shuck, 574 5271 to participate. Those not going to Durango Round-up we hope you can attend Tour Tejon on May 20th.

Minutes of April Meeting

The Pikes Peak Corvair Club was called to order at 7:31 P.M. April 25, 1990 by Steve Goodman.

There was 21 people in attendance.

If your dues are in arrears please pay as they are very important.

Events coming our way:

VFA Parade June 16th

Cripple Creek Parade on Saturday, June 23rd.

PFCC will participate in both.

The Ninth Annual All Day Chevy Car Show and Swap Meet will be at the Jefferson County Fairgrounds June 16th, 7:00 to 10:30. Admission \$1.00. Children under 12 free.

The National Street Rod Association Convention will be held at the Pueblo State Fairgrounds from June 29 to July 1. Free passes are available. Admission will be \$5.00 at the door.

Tour Tejon will be held on May 20 by the Pioneers Museum downtown.

If you are not going to Durango please enter this show.

Meeting was adjourned at 8:11 P.M.

If you need a Avon lady call Judy Carraway at 596 4313.



WHC
WHERE

WHEN
WHY

By
Lynn

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Colorado Springs, CO 80909

Hank Brown, Owner

632-2843

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HANK'S AUTO SERVICE

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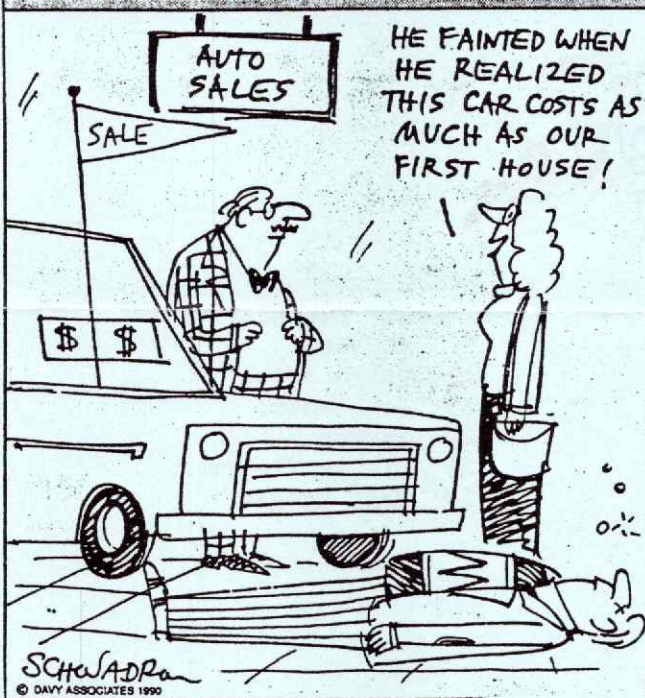


THE

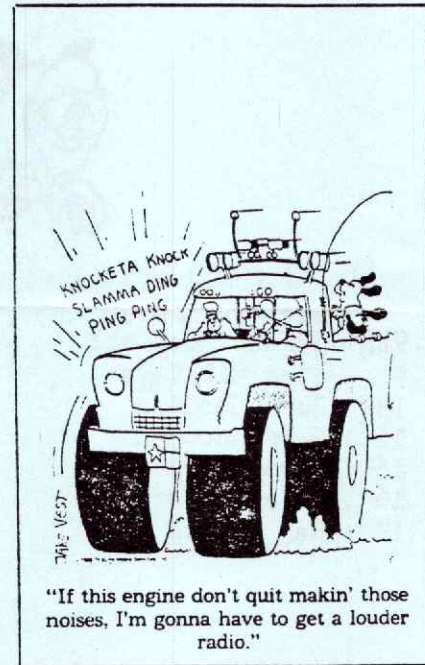
DRIP LINE

VOL. ^{XIII} NO. ⁶

BARGAIN DAZE



THAT'S JAKE



A Publication of ;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA



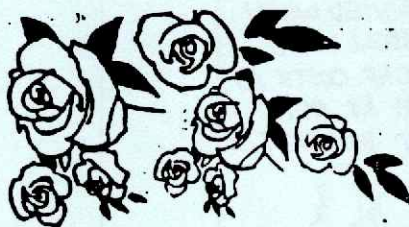
OFFICERS

President	Steve Goodman	303 934 5027	Denver
Vice President	Marcia Shuck	574 5271	
Secretary	Dale Carraway	596 4313	
Treasurer	John Koll	593 1928	
Drip Line	Jim & Lillian Block	392 8213	
Drip Line	Ed and Dorothy Malew	598 2897	
Membership	Ben Benzal	598 6886	
OCC Rep.	Walter Hundertmark	632 2865	
Member at Large	Ray Schick	392 8224	

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Happy Birthday Wishes.



June Birthdays
9th Doreen Dowswell
9 Stan Williams
13 Ruth Goodman
15 Gary Buchann
16 Sandra Lezon
16 Dale Weaver
19 Ray Schick

July Birthdays
9 Pat Wood
11 Evelyn Brown
13 Ben Benzal
21 Barney Smith
25 Billie Vinson
27 Brad Mauger

Scrambled Eggs (100 servings) El Camino High School

150 eggs, 1/4 cup salt, 2 tbsp baking powder
2 tbsp cornstarch
4 1/2 quarts milk

Oil
Beat eggs slightly. Sift salt, baking powder and cornstarch. Add slowly.
Add Milk. Pour 1/3 cup oil into each 12/20 pan. Bake 350° 20-25 min
Lift gently from bottom of pan from time to time

Mexican Dip (Sharon Lucy)

Line cooky sheet with foil.
Spread a can of refried beans over. Cover with chopped onions, shredded cheese. Heat at 350° until hot.
Top with chopped tomatoes, cheese, black olives, onions, lettuce,
3/4 carton sour cream. Avacado dip. Use Doritos or frito chips

NOTES FROM THE PREZ

Thanks to all who attended the May meeting. I was hoping more would show with the trivia quiz, the winner was George and Cindy Hupp; they got all correct.

The swap meet attendance looked about like last year. Thanks to all PPCC members that worked and especially Ray Shick who did two shifts to cover for John Glusik, Dee had just gotten out of the hospital and John understandably could not drive to Denver. Get better Dee. Hope to see you at the June meeting.

MEMBERSHIP

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Chuck Harlow	6/90
*Denny & Dorothy Myers	5/90
Dale Weaver	6/90
*Francine & Carl Webb	5/90
*Linden & Marcene Welle	5/90

*Indicates FINAL NOTICE. Please respond TODAY. Thanks, Ben Benzal

VFW PARADE: A very fine display rolled down Tejon Street on the 16th of June during the VFW State Convention Parade. Those making it happen were: Ron Lezon, John Dowswell, Ray Schick, Steve Goodman, Cindy Hupp, Sid Jones, Andy Dobb, Walt Hundertmark, and Ben Benzal. Hope we have a fine turnout as well on SATURDAY, June 23, 1990, for Cripple Creek days. Thanks again for making it happen!

Mark your calendar for August 19 for the First Annual Christy Barden BBQ and SWAP MEET. Lets get together for a joint trip to have a nice time. See inclosed information in this DRIP LINE.

A little Bit Of
HUMOR

Frank: What's white on the outside,
green on the inside, and hops?
Hank: A frog sandwich.

Diner: There's something wrong
with this chocolate cake.
Chef: There can't be. The
cookbook says it's perfectly
delicious.

MINUTES of the MAY MEETING

The Pikes Peak Corvair Club was called to order at 7:37 P.M. on 23 May, by our president, Steve Goodman.

The minutes of the April meeting were read and stand approved.

TREASURER'S REPORT

John Koll reports the club has \$620.00.

OLD BUSINESS

The attendance at the Durango Roundup was 97 with 12 from the Pikes Peak Corvair Club. The clubs in attendance were Corvairs-New Mexico from Albuquerque, Rocky Mountain Corsa, and Pikes Peak Corvair Club. Rocky Mountain Corsa won the Distance Trophy. Ray Schick won First Place, Ben Benzel won Second Place, and Walt Hundertmark won Honorable Mention for their cars. There wasn't a Hard Luck Trophy awarded, but if there was, everyone agreed that the Shucks should have won it. The left rear axle yoke on their car stripped out. Ray Schick came to the rescue with a spare U-joint and axle yoke. Ben's Engine threw a fan belt and Ray suggested using an extended nut that works great on his car. It works so great that Ben will be ordering 20 for the Club. Everyone continued onto Durango for a great weekend. Walt had carburetor problems as he entered Durango. Steve suggested there might be crud in the carbs. Walt cleaned out his carbs and put them back together and his truck ran fine after that. Ben won an early and a late model voltage regulator as door prizes.

Spring Spree will be June 23rd. Details to follow.

NEW BUSINESS

Danny Mientka is selling a '68 Monza Automatic for \$700-800.00 and possibly a Rampside too. Details to follow.

George Hupp has a friend who is need of a Spyder engine. For more info, see George Hupp.

Ben knows of a company that carries old car insurance at reasonable rates. The name of this company is; Condon & Skelly, Suite 203, 121 East Kings Highway, Mapoleshade, N.J. 080522, Ph# 1-800-257-9496, or 1-800-624-4688, or (609)-234-3434 (in N.J.).

Nye Schick suggested going to Denver to the Old Country Resturaunt July 22, then over to Steve and Ruth's house. More Details to follow.

Steve suggested having the August meeting and a picnic Aug. 22.

The Boulder Picnic/Swap Meet will be on 19 Aug.

The Picnic at Castle Rock with Rocky Mtn Corsa will be sometime in Sept. Details to follow.

The All Chevy Swap Meet will be at the Merchandise Mart on 27 May.

The car show at the Abby will be this week, 26-27 May.

Cindy Hupp had her car ('66 Monza) entered in the Tour Tejon Car Show.

Champion Automotive on Fillmore continues to carry some corvair parts.

The May Dripline Trivia Quiz winners were; George and Cindy Hupp. They got all the answers right. They won two engine thermostats. 2nd Place winner was Ed Malew (Point Plate), 3rd Place winner was Ray Schick (Dome Light Lens), 4th Place winner was Dean Ortfeld (Oil Cooler Seals), and 5th Place was Nye Schick (Oil Cooler Seals). Congratulations to all.

O.C.C. REPORT

If anybody has a conflist with working the Swap Meet, call and let Walt know as soon as possible.

A suggestion was made that money from the swap meet be used to pay for lobbyist for the O.C.C.

The Collector Vehicle Service supports the Colorado Insurance Pool.

The American Truck Historical Society will be having thier national convention at the Sheraton Inn off of I-25 & I-225 on the 24-26 May.

The meeting was adjourned at 9:45 P.M.

Respectfully submitted,



When You Have a Question On

Life or Health Insurance

Call CHUCK SEELYE
685-5848

P.O. Box 952
Manitou Springs, Colo
80829

Happy to help without obligation

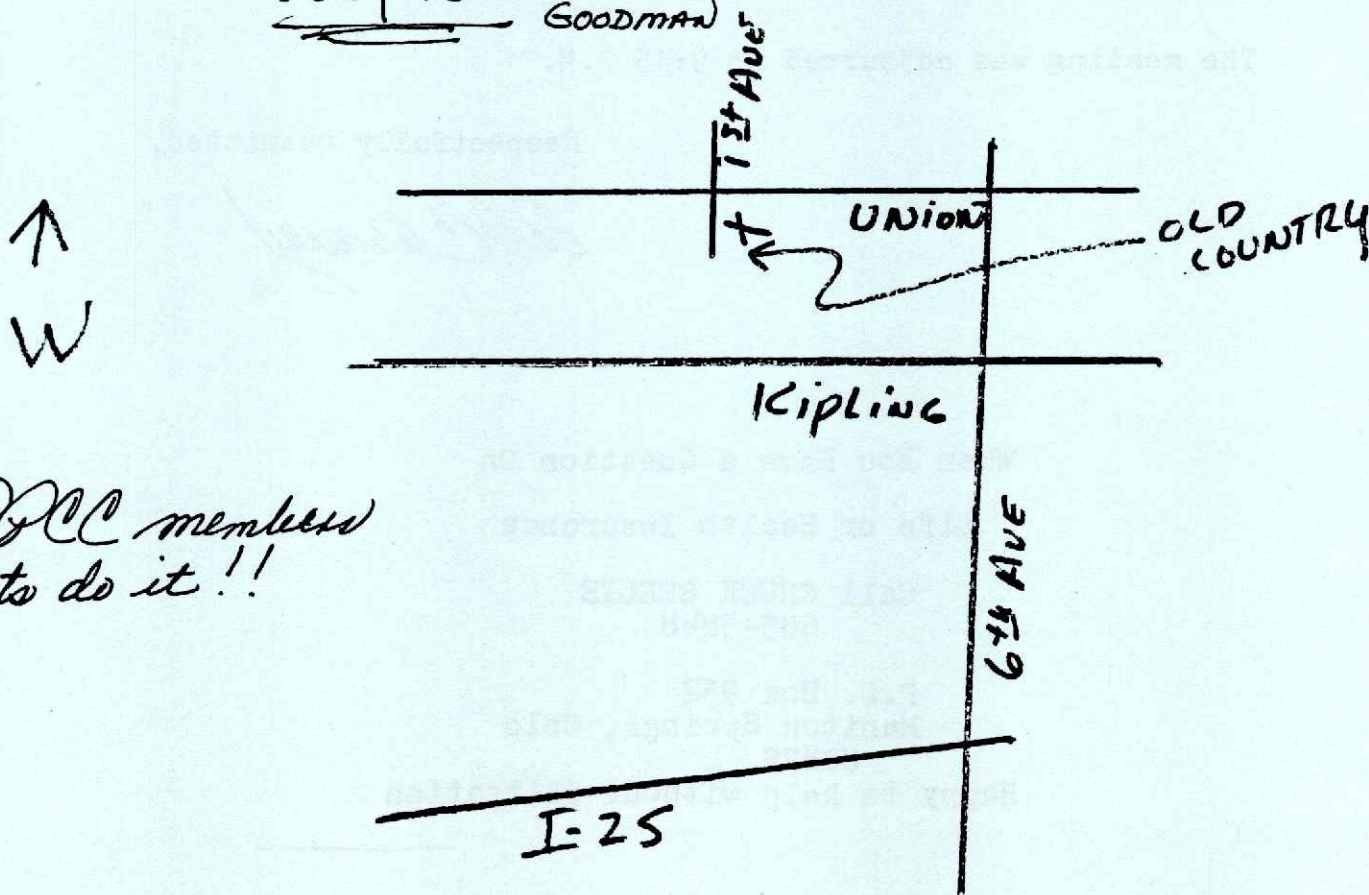
OCC and IRS

It is my understanding after talking with an IRS agent and the Denver OCC rep, Bill Smith talking to another IRS agent that clubs like ours are NOT subject to taxing because under \$5,000.00 does not interest the IRS. It is important to have A FIN# if we do not have one and our capable treasurer can handle this I'm sure. It is important for the OCC to pay tax on the swap meet and car show proceeds before dividing the money however. If they do not do this, we may be taxed on that portion. Time will tell.

BRUNCH AND TOUR IN DENVER

Nye Shick suggested at the May meeting that PPOC go to Denver for brunch. The brunch will be held at the OLD COUNTRY, 3rd and Union. See map below. Time is 10:00 am, cost with tax and tip is 10.04 per person. After the brunch there will be a short mystery rally around the west part of Denver and then to the Goodmans' for dessert. Please let either me or Marcia know if you are going, I need a body count by the 10th of July.

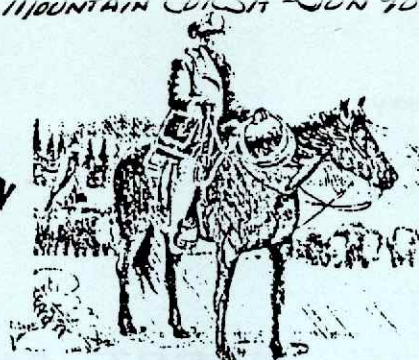
DATE- July 15th STEVE GOODMAN



OCC members
lets do it !!

ROCKY MOUNTAIN

ROUND UP



THE Rocky Mountain Round-up in Durango, Colorado is now history. There were 98 in attendance. The following cars were at Durango:

- 2-'62 Spyder
- 4-'64 Spyder
- 1-'61 Ramside
- 1-'61 Loadside
- 1-'61 Greenbrier
- 1-'61 Lakewood
- 1-'64 Corvan
- 4-'65 Corsa
- 1-'66 Corsa
- 3-'61 Monza
- 2-'62 Monza
- 6-'64 Monza
- 6-'65 Monza
- 2-'66 Monza
- 3-'67 Monza

Rocky Mountain Corsa had 40 people; Corvairs of New Mexico 30; Pikes Peak had 13; San Diego 3; Cactus Corvair 3; North Arizona Corvair Club 2; Central Coast Corsa 2; North Arizona Corvair Club 2; San Francisco Bay Area 2 and Montrose had 1.

Bob and Diane Galli from Central Coast Corsa had car trouble on their way to Durango, did not arrive in time to take the train, but were there in time for the rest of the "good time". Joe Caruso from San Francisco Bay Area came 1282 miles and got a trophy for driving the greatest distance.

The Rocky Mountain Round-up started on Thursday evening for some of the early arrivals. Some of the group spent Friday taking the train ride. While others registered and enjoyed time together in the hospitality room. Friday evening we spent time together at the à Roma Restaurant for d'oeuvres. Saturday morning was spent getting the cars ready for a trip through Durango Main street then to a parking lot for a Show-n-Shine and a fan belt toss.

We all got to vote on the car we liked the best, and we got to see who has the best arm when it comes to tossing the ~~Don~~ I mean the fan belts!!

Saturday evening we gathered at the à Roma Restaurant at 6:30 for our banquet. The room was more than full. After the dinner we had the opportunity to see who had won the Show-n-Shine: Ray and Nye Schick from the Pikes Peak Corvair Club took first prize with their 1964 Spyder Convertible, Ben and Bettie Benzel from the Pikes Peak Corvair Club took second place with their 1962 2 door Monza, Third place went to Tarmo and Kay Sutt from the Corvairs of New Mexico.

Joe Caruso got his award for coming the greatest distance. The Rocky Mountain Corsa received the traveling trophy for the most in attendance.

We sold chances to win one of 3 pairs of very special cross stitched plaques made by Doris Rauch. The three winners really enjoyed the old car replicas they received.

A great time was had by all at the awarding of door prizes of which most everyone was a recipient. Our thanks to the many who donated all the wonderful prizes.

Sunday morning some of the group had breakfast at the Silver Spur and said good-bye to each other.

It was a great time to see old friends and meet new ones. Thanks to Bill Smith and all of his helpers who made this such a great weekend.



THERE are so many to thank for all they did for the Rocky Mountain Round-up. So many gave door prizes, got gifts from several companies, all the gifts that were in the registration packet. All who made and got "goodies" for the hospitality room, and worked the registration.

You MUST see the board Larry Brown made with all our special plaques hung on it. To Doris Rauch for all her hard work on the old car plaques that she made.

To our chairman Bill and Mary Smith for all their hours of hard work and chasing to make this a SPECTAI week-end.



FIRST ANNUAL
CHRISTY BARDEN
BBQ AND SWAP MEET

SUNDAY AUGUST 19 1990

CHRISTY BARDEN HAS INVITED ALL CORVAIR PERSONS TO HIS HOME AND SPACIOUS GROUNDS FOR A GALA BBQ PICNIC, SWAP MEET & FLEA MARKET, MARK THE DATE ON YOUR CALENDER.

THIS IS AN ALL YOU CAN EAT AFFAIR. BBQ HAMBURGERS AND HOT DOGS WITH ALL THE TRIMMINGS, ALONG WITH BEER, SODA POP AND COFFEE

WE ARE REQUESTING A BREAK EVEN [we hope] DONATION OF \$2.50 FOR ADULTS, \$1.25 UNDER 12 AND UNDER 6 FREE.

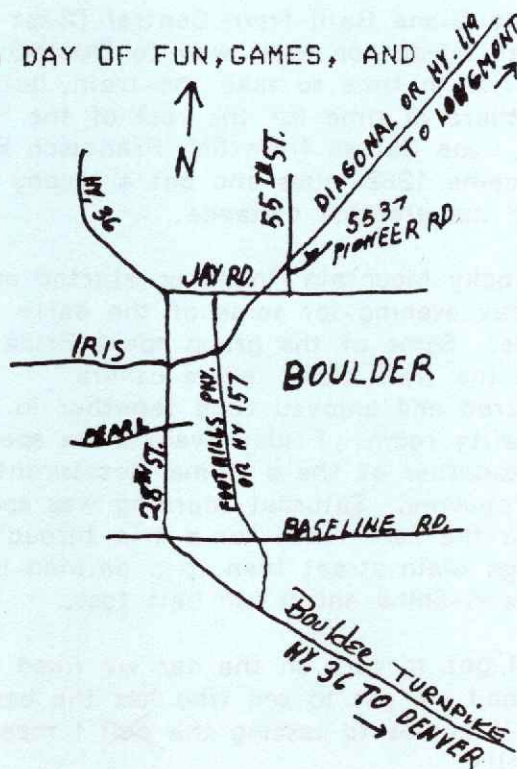
ALSO PLEASE BRING BRING CHIPS, DIPS, SALADS OR DESSERTS OR WHAT EVER YOU LIKE TO GO WITH THE GREAT BBQ BEING PROVIDED. BRING YOUR GOODIES TO SHARE WITH YOUR CORVAIR FRIENDS. [plates, cups, & plasticware will be provided.]

BRING TABLES OR GROUND TARPS TO DISPLAY YOUR PARTS OR OTHER ITEMS FOR SALE . ALSO PORTABLE CHAIRS AND SOMETHING TO WARD OF THE SUN WOULD BE HANDY.

PLAN TO ARRIVE AT ABOUT 11:00 AM FOR A DAY OF FUN, GAMES, AND FELLOWSHIP, SEE MAP FOR DIRECTIONS.

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5537 Pioneer Rd. Boulder
Phone 530-1288

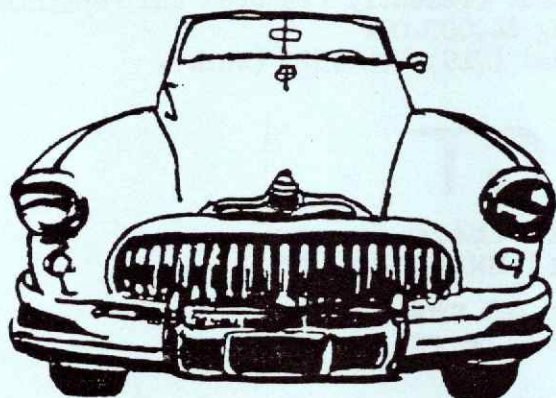
Easiest way find Christys
is to go through town on
Hy. 36 also called 28th St.
and turn east on the Diagonal
Hy.119. When you turn south
on 55th St. you cross RR tracks
These tracks also go across
Christys back yard.
For more info. call
Bob Attwood 699-8894



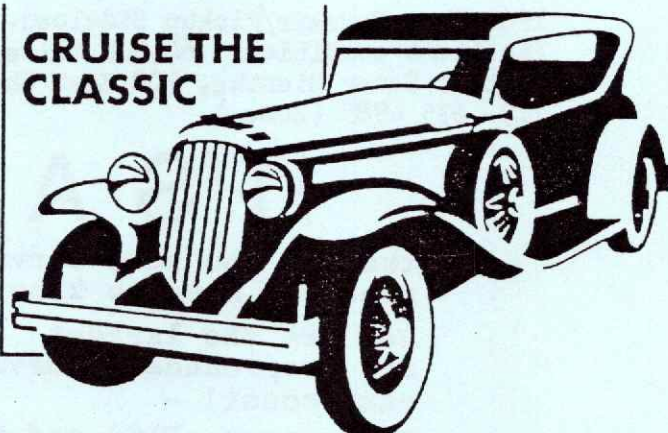
11th Annual

AUTO CLASSIC

Car Show



CRUISE THE
CLASSIC



Show Hours: Friday, October 5th, 4pm - 11pm
Saturday, October 6th, Noon - 11pm
Sunday, October 7th, 11am - 8pm

Featured are hundreds of Muscle Cars, Classic, Street Rod, Street Machine, Antique, Import and Special Interest Cars, Trucks, and Motorcycles displayed by over 60 local clubs.

- ☞ The Best Vehicles in Colorado
- ☞ One of a Kind Vehicles
- ☞ See Vendor Displays
- ☞ See the *Driving Miss Daisy* Hudson

Sponsored by
The Old Car Council of Colorado

for more information call
Mike Seybold 469-4407
Vendor Information on Back

**MERCHANDISE MART
PAVILION BUILDING**

58th & I-25 Exit #215

FOR SALE
Beautiful white 1966 Monza 4-door Hardtop with factory a/c.
Only 55,000 miles. A car that is from Ordway.
Original interior in excellent condition. Must see to appreciate.
Call Bob Wencil, 598 6507

1966 Corvair Monza 2 door, 110 HP, Automatic, 100 K miles, two owner car from Arizona, Straight body, no rust, no accidents, mechanically sound, needs no repair. New tires, brakes and exhaust. Aqua Interior, new aqua paint.
\$2200.00 Bob, 634 2562

1968 Chev Corvair/ Monza, 2 door, Green color (inside and out) Restorable condition, Mileage- 88,000 (motor rebuilt by Mr. Conley. Asking \$700.00
Will look at offers!

1964 Chev Corvair/Pickup Sideload. White color (recently restored and repainted. Excellent condition. 64,000 Mileage, Asking \$4,000.00.
Contact Danny Mientka, 108 East Cheyenne Road (719) 475 7621 (Work).
719 635 4985 (Home.)

IT'S A FACT

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

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

We accept VISA and MASTERCARD or can send COD (Cod's \$2.75 extra) or you can mail us in a check with your order. We ship 95% of our orders the same day received and have a "fill-rate" of 94%. When you need parts we get them out to you without delay!

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

**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

BOX 404, HILLSBORO, OREGON 97123
Phone 800 825 VAIR

LIARS' CORNER

By Roger Welsch



All because of a snake

Frances Neiman of Thedford sent me this story, but frankly I don't believe it. It sounds to me too much like business-as-usual at Primrose Farm! Here goes, anyway:

This fellow was explaining why he was in the hospital. He said his wife had brought some potted plants into the house to keep them from freezing, not spotting a little green snake hidden in one of them. When the snake warmed up, it slithered out and went under the sofa. The fellow's wife saw it and screamed bloody murder.

He was taking a bath at the time. He leaped out of the tub and ran naked to see what the screaming was about. She told him a snake was under the sofa, so he got down on the floor to look for it. Along came his dog and cold-nosed him. He thought it was the snake and he fainted.

His wife thought he had a heart attack and called an ambulance. The attendants rushed in and loaded him on the stretcher and started carrying him out.

About that time the snake came out from under the sofa. The ambulance men saw it and dropped the stretcher and broke the fellow's leg (which is why he was in the hospital).

Her husband, on the way to the hospital with a broken leg and a snake under the couch, the wife went next door to enlist the aid of a neighbor who had the reputation of being an outdoorsman, having camped out with the Cub Scouts last summer. Armed with a rolled up newspaper, he took a few swishes under the couch and decided the snake had left the premises.

"Thank goodness," sighed the woman, plopping down on the couch. Her hand dropped between the cushions and brushed against a scaly skin, which she immediately realized was the snake.

Screaming, she fainted dead away on the sofa and the snake slithered quickly back under the couch. The great hunter drew upon his meager first-aid skills, recalling a demonstration of mouth-to-mouth resuscitation he had seen.

So he pushed the woman's head into the proper position but just as he started the first breath, in ran his wife—having heard her neighbor's scream—

with a sackful of groceries in her arms. Seeing her husband mouth-to-mouth with the neighbor woman on the sofa, the neighbor's wife slammed the sack full of canned goods across the top of her husband's head. The crash and scattering cans brought the fainted woman up with a start.

When she saw the man lying on the floor and his wife bending over him, she was sure he had been bitten by the snake so she ran to the kitchen and brought out a small bottle of brandy, which she began to pour down the fellow's throat.

His wife, regretting hitting him with the sack, wrestled the bottle away from the well-meaning woman, sloshing booze on both of them in the process.

About that time, two policemen summoned by a neighbor who had heard all the commotion, walked in. Everyone was talking at once, trying to explain how a snake had caused the whole mess, but the officers, smelling the brandy, had their doubts.

The policemen left with a summoned ambulance, containing the unconscious husband and his sobbing wife, which took them away to the hospital, leaving the first woman completely unbalanced, and a small and very frightened snake under the sofa.

See? Just another day at Primrose Farm.



221 North Iowa
Colorado Springs, CO
80909

Hank Brown - Owner

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



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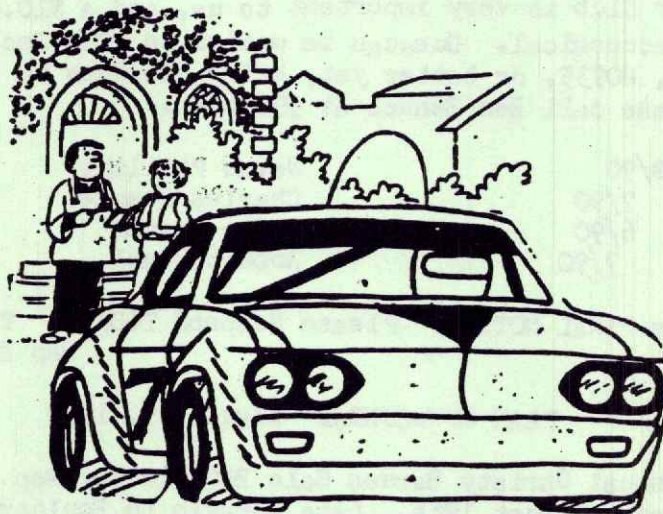
Walter Hundertmark
2322½ N. Cooper
Colorado Springs, Colorado
80907

MEETING AND DINNER
August 22, 1990 NCCA CLUBHOUSE
6:30 P.M.
BRING SALAD OR DESSERT

THE

DRIP LINE

VOL. XIII NO. 7



COULD YOU KIND OF LIKE LAY A LITTLE
EXTRA BLESSING ON THE TIRES?

Valley Corsa

A Publication of ;



A CHAPTER of the

CORVAIR SOCIETY of AMERICA

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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.

MEMBERSHIP

The following named members have dues now due or past due. Membership in Pikes Peak Corvair Club is very important to us, and a \$10.00 family membership per year is most economical. Dues can be mailed to PPCC Inc, P.O. Box 15034, Colorado Springs, Colorado, 80935, or better yet, bring the dues to a meeting if you can. Any questions please call Ben Benzel at 598 6886.

Andy Dobb 8/90	Wayne Phillips 7/90
Brian Dubits 7/90	Charles Seeyle 8/90
*Chuck Harlow 6/90	*Dale Weaver 6/90
George Hupp 7/90	Robert Wencil 7/90

*Sorry, Indicates FINAL NOTICE. Please Respond TODAY. Thanks,
Ben Benzel

PLAN NOW SUNDAY August 19, 1990

The first annual Christy Barden Gala BBQ Picnic/Swap Meet and Flea Market is this coming Sunday August 19th. Lets caravan to Boulder leaving the Chapel Hills parking lot (West end-Sears) at 9:00 A.M. Sharp. See full page ad elsewhere. Lets have a good turnout.

MEETING AND PICNIC

Our August 22 gathering will also be our picnic at the NCOA Clubhouse grounds on the USAF ACADEMY. Things like eating will begin at 6:30. Meat, chips, plates cups and plastic ware will be provided by the Club. BRING goodies like salads and desserts to share with your Corvair friends.



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BBQ AND SWAP MEET

SUNDAY AUGUST 19 1990

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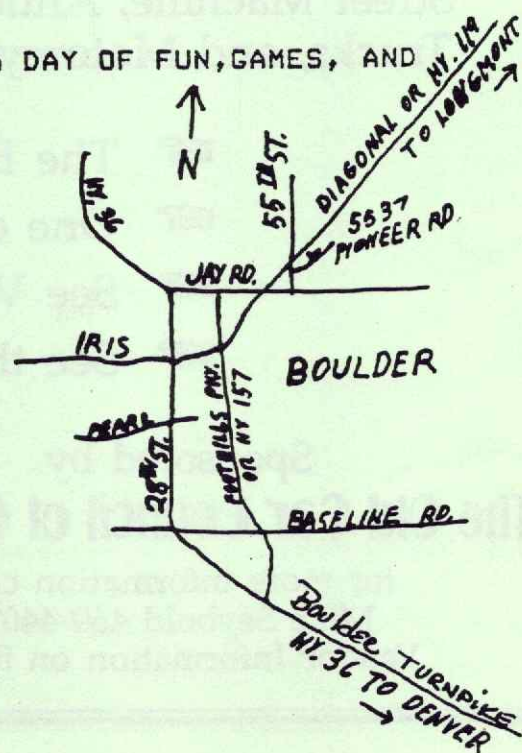
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5537 Pioneer Rd. Boulder
Phone 530-1288

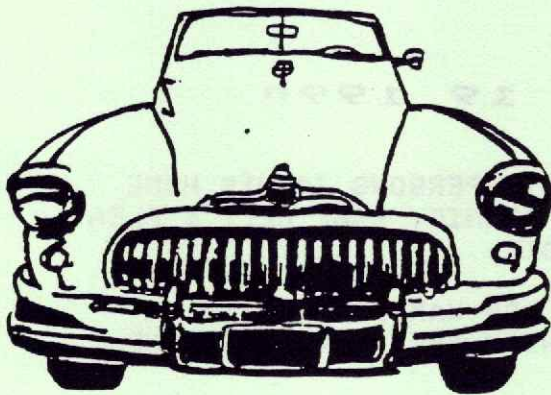
Easiest way find Christys
is to go through town on
Hy. 36 also called 28th St.
and turn east on the Diagonal
Hy.119. When you turn south
on 55th St. you cross RR tracks
These tracks also go across
Christys back yard.
For more info. call
Bob Attwood 699-8894



11th Annual

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Car Show



CRUISE THE
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- ☞ The Best Vehicles in Colorado
- ☞ One of a Kind Vehicles
- ☞ See Vendor Displays
- ☞ See the *Driving Miss Daisy* Hudson

Sponsored by
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for more information call
Mike Seybold 469-4407
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**MERCHANDISE MART
PAVILION BUILDING**

58th & I-25 Exit #215

WILLIAM F. SMITH
556 SOUTH GARDENIA STREET
LAKEWOOD, COLORADO 80228
(303) 986-1482

Corvairs of New Mexico
Pikes Peak Club, Colorado Springs
Rocky Mountain CORSA, Denver

SUBJECT: Tri-State Event for the Future

This letter is being sent to the clubs concerning the future of the Tri-State annual event. At the last meeting held in Durango, Colorado a question arose by some of the members of the New Mexico club on why we were having the next Tri-State event in Flagstaff, Arizona sponsored by the Cactus Club. All the members at the meeting agreed to have some discussion concerning the misunderstanding and what the future of the Tri-State event would be.

For 1991, the Pikes Peak Club of Colorado Springs will hold the event and it is tentatively set for Gunnison, Colorado. During the discussion, some members of some clubs wanted to expand to allow other clubs in the Tri-State area to participate in this event, such as the Cactus Club. Some members of the other clubs felt it should stay as it is, which is the Corvairs of New Mexico, Pikes Peak Club and Rocky Mountain CORSA. In the original concept, this did include the Utah Club of Salt Lake, however, they have not participated in the last few years. It was also decided that I would send out a letter to all of the clubs who have participated, and allow their members to vote on several options.

OPTION I

Continue as is, with the three clubs participating and rotating in turn, and for that club to pick the location for the event.

PRO: Leave as is, and each club of the three clubs to take their turn of the event on a rotating basis.

CON: It does require each club to put the event together once every three years, and may put some burden on some clubs.

OPTION II

To allow other clubs to participate within the four corners area, such as the Cactus Club, and other clubs located within that geographical area.

June 12, 1990
Page Two

PRO: If the Cactus Club want to participate and/or if the Utah Club would participate, it would spread the participation by any one club over a longer period of time, such as four or five years.

CON: The con against having it in another location such as Flagstaff, Arizona or other locations may require some clubs who have a longer distance to travel, which might require an additional day of traveling time.

OPTION III

To pick one location within the geographical area of the four corners, and to have the event there on a regular basis similar to what is done in California by the Fan Belt Toss in Palm Springs.

PRO: If one location was picked to go to on an annual basis, such as Durango, it is more centrally located to the three states' metropolitan areas, and would have the advantage of making the arrangement on an annual basis, and would probably be centrally located for the driving involved of the three clubs.

CON: Each club would prefer to select its own location, and make their own arrangements, and it would work better for each individual club.

Rocky Mountain CORSA is putting this questionnaire in our newsletter to go to all of our members, and will allow them to consider the options and will probably be voted on at our August meeting to allow all our members to participate in the decision. I would suggest that the other clubs do the same thing so that we get a true reflection of our membership. This letter will also go to the club in Salt Lake, since they were one of the originals, to see if they would like to continue to participate. Hope this meets with your approval since I was the chairman of the event held in Durango, Colorado, and the unofficial chairman of this meeting.

You may notify by return mail or by a phone call of the results of your vote, and I will make sure that all of the clubs are contacted on the results.

Sincerely,

Bill Smith

William F. Smith

P.S. I would like to thank James C. Pittman, Jr. of the Corvairs of New Mexico, who is the newsletter editor, for taking almost verbatim minutes of the meeting, which assisted in sending out this letter.

*uplex Web
Jul 90*

CAMPER SHELLS FOR CORVAIR PICKUPS...NOW AVAILABLE!!

By Dave Newell

Many of you have seen the neat camper shells that were built in Sacramento a few years ago. Al Cain, Dean Olsen and Bob Terkelson all have them on their Rampsides. They're just what a Corvaire pickup needs, giving lots more loadspace, weather protection and easy access via two lift-up doors on each side. But there will be no more.

Dean Olsen spent a lot of time trying to arrange for another production run, to no avail. When he turned the project over to me, there were more dead ends until I teamed up with CORSA member Harold Washmuth of Camarillo, CA. Thanks mostly to his efforts, a NEW SOURCE has been found! Enter the CAMEL CAMPER.

The Camel is similar to the Sacramento shells, but is built with an aluminum skin over a lightweight yet sturdy wood framework. It's fully insulated with 1" fiberglass and completely paneled inside with woodgrain paneling. Standard equipment includes a lift-up rear door with twin handles, a lift-up door on the right hand side over the ramp area with twin handles, two interior lights, four side windows with the two rear ones being sliders, a sliding window in the front panel behind the cab, all glass windows, all windows tinted except the front slider, and a choice of twenty pre-painted, bonded colors including woodgrain. The 20 colors are available with the textured aluminum skin, and smooth finish skin is also available but in fewer colors. All this for a base price of \$650.00.

Options include a left-hand lift-up door at \$45., extra interior lights at \$5.00 each and the deletion of any or all of the side windows. Since the windows in the side lift-up doors aren't integral with the door itself, they can be deleted at your option. To save \$\$ or create a Corvan look, or even windows on just one side.

Since the builder is located in Ontario, CA, near the National Convention site, you may want to arrange to pick up your shell in late July or early August. CAMEL requires a \$150. deposit to start construction and a month's notice prior to when you wish to pick up your shell. Alfredo Jiménez will be happy to talk over your special needs. Call or write:

Antonio Camper Mfg. Co., 520 E. Park, Ontario, CA 91761. Alfredo is the manager. Call 714-391-4704.

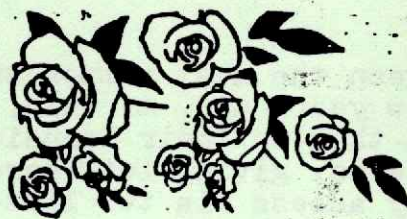
Harold Washmuth (805-484-3828) or I (415-223-4725) will be happy to answer questions, too. Happy Corvaire hauling, ala CAMEL!



Happy Birthday

August
6 Evelyn Melverson
8 Judy Carraway
11 Donna Williams
12 Joanne Seelye

12 Jeff Rains
14 Francine Webb
30 Bev Mattics



September
9 Cvis Rasales
15 Dorothy Malew
18 Jim Block
21 Mary Manger
25 Dorothy Myers
22 John Glusick

IT'S A FACT

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

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

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

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

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

BOX 404, Hillsboro, OR 97123

1-503-640-5229 & 1-800-825-VAIR

Tech Tip

FIBERGLASS TECH TIP

In those cases where you want to use glass fiber-resin-bonded to patch or to cover damage or a hole, molding two or three layers on a separate sheet of acetate or other material available from your friendly plastic supplier as a base to lay-up flat & smooth sheets or piece to later bond to the body metal will be a help in many cases where flat or single curved surfaces are involved. I cut a piece of glass cloth cut from a cardboard pattern and leave plenty of margin. After squeegeeing the resin through the cloth, it "kicks over" (hardens), then peel that layer off of the sheet of "molding stock" you used, lay up another one or two layers in reverse and top it off with the first, already hardened sheet with slick side up (the side formerly against the molding sheet.) After all this again "kicks over", you can peel the sheet off and use it to make your final patch by bonding it to the body with the same resin used in the glass. You can trim the pieces by careful use of your least favorite tin snips, sand the edges to size, bend in reasonable single curves and if lightly sanded on the bonded face, you can save a lot of sanding and cutting of glass fibers that would occur in a hand laid in-place patch.

John Osburn, S.D.C.C.

DOOR INSTALLATION TECH TIP

Have you ever tried to install a door on an early model? This is not too bad a job if the hinges on the door have not been removed and replaced. If these hinges have been moved or replaced, it will be necessary to make an adjustment that will move the door either toward the inside of the car or toward the outside. Now comes the rub, what tool do you use? The bolts have a head like an extra large phillips screwdriver, and because of the hinge and the door jamb, a screwdriver will not fit. An offset screwdriver will fit, but it is so small that you can not get enough torque to tighten the bolts. A phillips driver bit will work fine, however when installed in a 5/16" socket with a 1/4" ratchet, again there is insufficient room. The solution I found that will work satisfactorily, is to use a 5/16" box end ratchet with the phillips bit. A small piece of masking tape will help to hold the bit in the ratchet so it will not fall into the door jamb. Also a small bit of wood can be used to apply pressure to the end of the bit to hold it in the slots of the bolt. Happy door installing!!

John Osburn S.D.C.C.

TOW HUBS

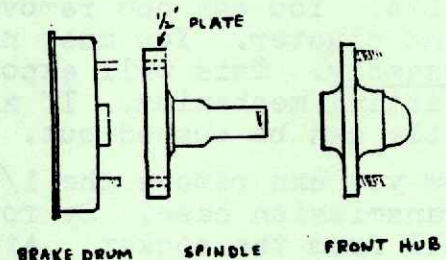
For those of you who have ever needed to tow a car, here is a suggestion; especially if there is transmission/differential or engine damage or malfunction. Tow bars are widely available for rent or purchase - but that is only half of what you may need. The other part is a set of tow hubs.

What are TOW HUBS? Well, what I have for tow hubs are 2 late model spindles cut down and machined, then welded to a 1/2" thick plate. This plate is drilled and countersunk to fit both early and late lub bolt patterns. A front hub is then placed on the spindle, a tire on the hub, and you are ready to go. With a tow hub on each rear wheel, the differential no longer turns, thus preventing further damage to a bad transaxle.

Tow hubs are also useful when towing an car with an automatic transmission.

One CAUTION on the use of Tow Hubs: They move the tires out approximately 3 inches. On some models, depending on tire size, you could encounter clearance problems between the tires and the car body.

LARRY ROLLO



A MULTIPURPOSE TOOL

A screw driver with padded shank makes an outstanding multipurpose tool. Using this kind of screw driver, you can use the engine's top shroud as the fulcrum point to pry sparkplug boots loose without scarring the top shroud. With the right padding, it can also be insulated and good for use around electricity.

The screw driver I use is a 9" long, 1/4" shank Craftsman (#41582 W.F.) Quarter inch vacuum hose was used for the padding. Grease up the screw driver shank, run some oil down the inside of the vacuum tubing, and work the tubing onto the screwdriver.

CLAY WISPELL



TECH TIPS

Many of you may see the automatic transmission leaking from around the unit or the center belly pan. If red, it is transmission fluid. Many times the seal between the flexible cable and the aluminum fitting becomes broken and causes a leak. The fluid will run down the outside of the cable to the center pan. If overfilled, it will even come up through the dash control lever.

If this is the source of the oil leak, check it well because it may just be the O-ring between the fitting and the case. Well, on to how to change it. First: Get a new cable, Part No. 3861045. I tried many ways to attempt to fix the old cable without luck. Jack up the car and put jack stands under all our points. Remove the center pan the full length. (The center pan is what covers controls, wires, etc.).

Now remove three bolts holding the steering column to allow the column and wheel to drop down some. Remove all screws holding the instrument cluster. As you can get the cluster out only part way, you will need to position yourself in such a way to remove the entire shifting lever assembly. The cable is held by a nut, and I saw no way of removing it in place. You will also need to pull the shifting knob. Mine is a '67, so I don't know how the '65- '66 comes apart.

Once you can see, remove the nut---a small clip actually holds the inter cable. You can now remove the complete cable assembly from the instrument cluster. You must now remove the center metal cover and heater duct assembly. This will expose the wiring cable, emergency brake cable and shifting mechanism. If all is going well, you can see the floor and the cable can be pushed out.

Now you can remove the 1/4 in. bolt holding the aluminum fitting on the transmission case. By rotating the shifting lever, you can dislodge the ball from the socket. After a few clips, the whole cable can be removed.

Installation is the reverse of the above. I always remove the pan to check the shift cable ball and socket position, but this is a real mess, as the fluid must be drained. After all is together, check fluid levels and check operation. If the transmission goes into gear both forward and reverse, all is Okay. If shifting problems occur, consult the service manual as to possible problems.

As most of you know, after the Corvair with automatic transmission sits for a few days, fluid drains back into the transmission and leaks all over the floor. I am still working on this problem. I doubt GM designed it that way! Now that I have changed the cable, I will look for further leaks. 'Til next
TECH TIPS --- Mike.

DOOR INSTALLATION TECH TIP

Have you ever tried to install a door on an early model? This is not too bad a job if the hinges on the door have not been removed and replaced. If these hinges have been moved or replaced, it will be necessary to make an adjustment that will move the door either toward the inside of the car or toward the outside. Now comes the rub, what tool do you use? The bolts have a head like an extra large phillips screwdriver, and because of the hinge and the door jamb, a screwdriver will not fit. An offset screwdriver will fit, but it is so small that you can not get enough torque to tighten the bolts. A phillips driver bit will work fine, however when installed in a 5/16" socket with a 1/4" ratchet, again there is insufficient room. The solution I found that will work satisfactorily, is to use a 5/16" box end ratchet with the phillips bit. A small piece of masking tape will help to hold the bit in the ratchet so it will not fall into the door jamb. Also a small bit of wood can be used to apply pressure to the end of the bit to hold it in the slots of the bolt. Happy door installing!!

John Osburn S.D.C.C.

Secretary's Report.

Pikes Peak Corvair Club meeting on July 5, 1990 started at 11:25 A.M., at Denver for Brunch. 18 people were present.

The food was very good. Ruth Goodman had desserts for all of us at their home on the patio. Thanks, Ruth.

No Treasurers Report.

OCC: Rocky Mt. Corsa might pull out if OCC doesn't get something worked out with the taxes.

Collector's license plates possible might be killed by the Governor. Suggestions might be to have collector's insurance to get collector's plate.

Meeting ended at noon and we all went to Goodmans.

From Dale Carraway's notes.

FOR SALE: Daylily plants, two colors, apricot and dark yellow. 75¢ per plant.

FOR FREE: Light Lavender Iris plants. Lillian Block, 392, 8213.

BATTERY TERMINALS

Long life for your battery terminals can be assured by mixing soda in with the light grease you apply to the terminals and surrounding area. Most everyone has used baking soda to clean up corroded areas and greased terminal areas are common - but when was the last time you saw soda added to the grease?

Thanks to Fred Johnson, No. Texas Corvair Assn.

5

When You Have a Question On

Life or Health Insurance

Call CHUCK SEELYE
685-5848

P.O. Box 952
Manitou Springs, Colo
80829

Happy to help without obligation

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

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BRAKES _ TUNE UP _ ELECTRICAL

AIR CONDITIONING SERVICE

HANK'S AUTO SERVICE
CORVAIR SERVICE

Hank Brown - Owner

221 North Iowa
Colorado Springs, CO
80909

"Do you have trouble hearing?" asked the teacher of a youngster who sat dreamily at his desk.

"No, ma'am," replied the boy. "I have trouble listening."

Nostalgia is longing for a place you wouldn't move back to.

Bits & Pieces

Meeting: NCOA Clubhouse Sept 26, 1990 7:30 p.m.

THE

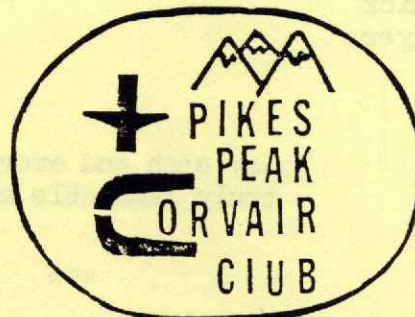
DRIP LINE

VOL. XIII

NO. 9



A Publication of ;



A CHAPTER of the

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OFFICERS

President	Steve Goodman	303 934-5027	Denver
Vice President	Marcia Shuck	574-5271	
Secretary	Dale Carraway	596-4313	
Treasurer	John Koll	593-1928	
Drip Line	Jim and Lillian Block	392-8213	
Drip Line	Ed and Dorothy Malew	598-2897	
Membership	Ben Benzel	598-6886	
OCC Rep.	Walter Hundertmark	632-2865	
Member at Large	Ray Schick	392-8224	

All correspondence to the Club or its officers
should be mailed to:

P.O. Box 15034, Colorado Springs, Co 80935

The Drip Line is a monthly publication of the Pikes
Peak Corvair Club, a non-profit organization. Dead-
line 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.

HAPPY BIRTHDAY WISHES

*** **

SEPTEMBER

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

OCTOBER

12 Tommy Harlow
16 Jim Wood
17 Robert Wencil
18 Walter Hundertmark

May each and every one of you have a
truly memorable and happy year.

*** **

MINUTES of the AUGUST MEETING

The Pikes Peak Corvair Club was called to order at 7:25 P.M. on 22 Aug. 1990 by our president, Steve Goodman.

The minutes of the July meeting stand approved.

TREASURER'S REPORT

John Koll reports the club has \$1095.54.

OLD BUSINESS

Marcia Shuck's birthday was left out of the last Dripline, so everybody sang her 'Happy Birthday'.

The picnic planned for Castle Rock is on hold. The park is booked for the time we were planning for.

The Boulder Picnic was great. There was lots of food and parts-for-sale. Everybody had a great time. The Picnic went into the red for only \$12.00.

OLD BUSINESS

An 'Aspen Tour' to Cripple Creek and Victor is scheduled for Sunday, 30 Sep 90. All who want to go, meet at Denny's Restuarant on Bijou St. @ 9:00 A.M., then from there on to Cripple Creek/Victor and the Aspens.

Ray Schick's daughter did a beautiful oval needlepoint of Ray's car (the turbo convertable). FYI, the patterns can be obtained through CORSA.

FYI, Steve Goodman has a video tape of this year's Pike's Peak Hill Climb. If you haven't seen it, but would like to, contact Steve.

O.C.C. REPORT

Walt presented our club a check for \$275.00 from O.C.C. for our help in this year's O.C.C. Swapmeet in Denver.

A new automotive magazine was introduced to the club by Walt. It's called "The Latest Scoop". The magazine will cover present and future O.C.C. News & Events covering a nine state area including Colorado. Currently the magazine is free. See Walt for more details.

The 7th Annual Steamboat Springs Vintage Auto Race will be held during the Labor Day weekend at Steamboat Springs.

The Denver Grand Prix will be Aug 26th. There will be a free Transportation Vehicle Show Friday, 24 Aug. There are still plenty of tickets available for Sunday's race.

Coming this fall, PBS will be airing a series about auto restoration. Watch for it in your local newspaper or TV Guide.

The meeting was adjourned at 8:00 P.M.

Respectfully submitted,


Dale Carraway

NOTES FROM THE PREZ

Thanks to all that attended the August meeting and picnic. A special thanks to Ben Benzel and Jim Block for the cooking, as well as all the ladies who brought those good side dishes.

I am sorry that my notes did not reach the editor for the August DRIPLINE. Infact the notes did not reach anyone, they disappeared in the 60 miles between Denver and the Springs by way of the Post Office. In those notes I thanked everyone who drove to Denver for the brunch at the OLD COUNTRY, so I'll thank you now.

See you at the September meeting.

MEMBERSHIP

The following named members have dues now due or past due. Membership in the Pikes Peak Corvair Club is very important to us, and a \$10.00 family membership per year is most economical. Dues can be mailed to PPCC Inc., P.O. Box 15034, Colorado Springs. CO. 80935, or better still, bring the dues to a meeting. Any questions please call Ben Benzel at 598-6886.

* Wayne Phillips	7/90
Charles Seeyle	8/90
Bill Woodman	9/90

* PAST DUE - LAST NOTICE, PLEASE REMIT NOW!

11th Auto Classic (see flyer) Participating in the OCC Show at the Mart in Denver this year will be Walt Hundertmark - a CORVAIR truck (unknown which one), Ben Benzel's 1962 CORVAIR Monza 2 door, and George and Cindy Hupps'.

If you have some time to spend to see the show and help "sit" please feel free to let any of the above know for entry. Your help will be appreciated

ASPEN TOUR

It is approaching that time of year when Colorado puts on its brightest face. The glorious Aspens in their fall colors that we all enjoy so much. This year we will meet on September 30th for our annual trek to the hills. We will meet at 9:00 A.M. Where ... Denny's Restaurant, Bijou and I-25. Let's have a good crowd and a good time. We will stop somewhere for lunch.

Christys' Swap Meet/Picnic

George and Cindy Hupp, Ray and Nye Schick, Ben and Betty Benzell and Walt Hundertmark met me on the edge of Denver and we all drove to Boulder to Christy Bardens 1st annual picnic, swap meet and general gettogether. There was quite a few from Denver and even some from out of town. A good time and good food. Thank you for your hospitality Chris.

BRUNCH WITH DENVER

Since the picnic with the Denver club did not work out, they are interested in a brunch at the MCC club or another place of our choosing. Think about it and we will talk about it at the September meeting.

NEW OFFICERS

The end of the year is approaching way too fast. The election time will be upon us and your volunteering is needed. If you would like to be President, Vice President, or Secretary, raise your hand at the next meeting. I am also going to ask for a nomination committee, if you volunteer for that, you may keep yourself out of the running.

Tank Senders

I am seeing an extraordinary amount of gas tank senders fail in the last few months. Whether it is coincidence or if they are reaching their life span is hard to say. The 1961-67 senders are still available from GM, you might think about getting one for later.

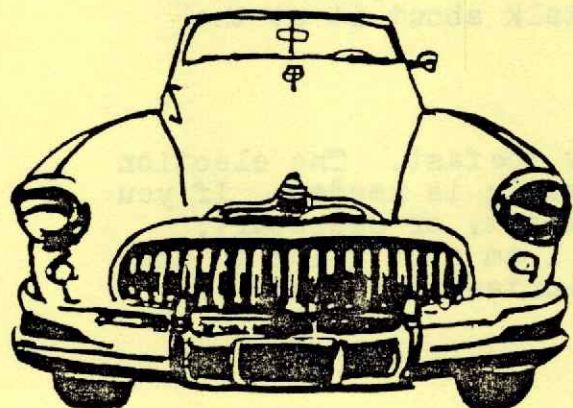
TIRE SIZE VS SPEED

At the shop I get to see all types and sizes of tires on Corvairs. I have seen little 155-13 all the way to 215-15. What is right for your car? I can't tell you completely because much of selecting a tire size and width depends on your driving style. What I can tell you is that the wrong circumference will throw your speedo readings for a loop. A speedo is set for 840-860 rpm/mile. This requires a tire that is about 24" tall. You can come close to this with a 175 or 185 in an 80 series. You can also do this with a 195/70 series. Both are 13" tires. The difference is sidewall height, or aspect ratio. The 80 series means that the sidewall is 80% of the width, 70 series is 70% et al. What this really means is that the lower the aspect ratio is, the shorter the tire is. 195/70x13 revs per mile is 869, 185/80x13 is 859, a 205/60x14 is 869, a 215/60x14 is 853. A smaller tire than these listed will turn more revs per mile and indicate a faster speed than actually the car is going. Likewise a larger diameter will be fewer revs per mile and indicate slower speed. Obviously the handling of the car is better with less sidewall flex and a wider foot-print on the ground, hence a smaller aspect ratio. Often the ride is harsher with these tires, so the choice is yours.

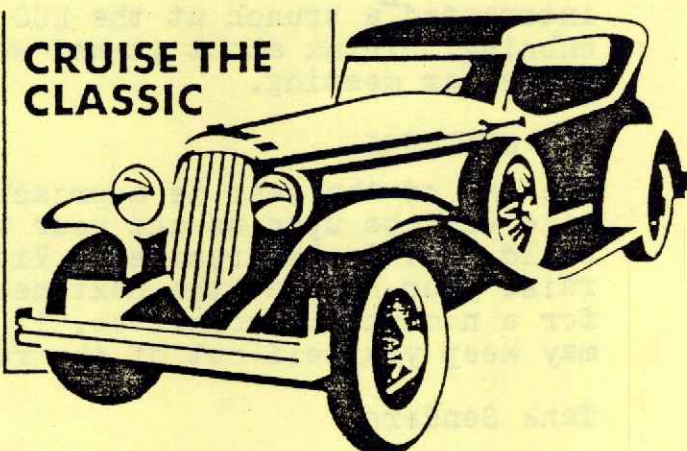
11th Annual

AUTO CLASSIC

Car Show



CRUISE THE
CLASSIC



Show Hours: Friday, October 5th, 4pm - 11pm
Saturday, October 6th, Noon - 11pm
Sunday, October 7th, 11am - 8pm

Featured are hundreds of Muscle Cars, Classic, Street Rod, Street Machine, Antique, Import and Special Interest Cars, Trucks, and Motorcycles displayed by over 60 local clubs.

- ☞ The Best Vehicles in Colorado
- ☞ One of a Kind Vehicles
- ☞ See Vendor Displays
- ☞ See the *Driving Miss Daisy* Hudson

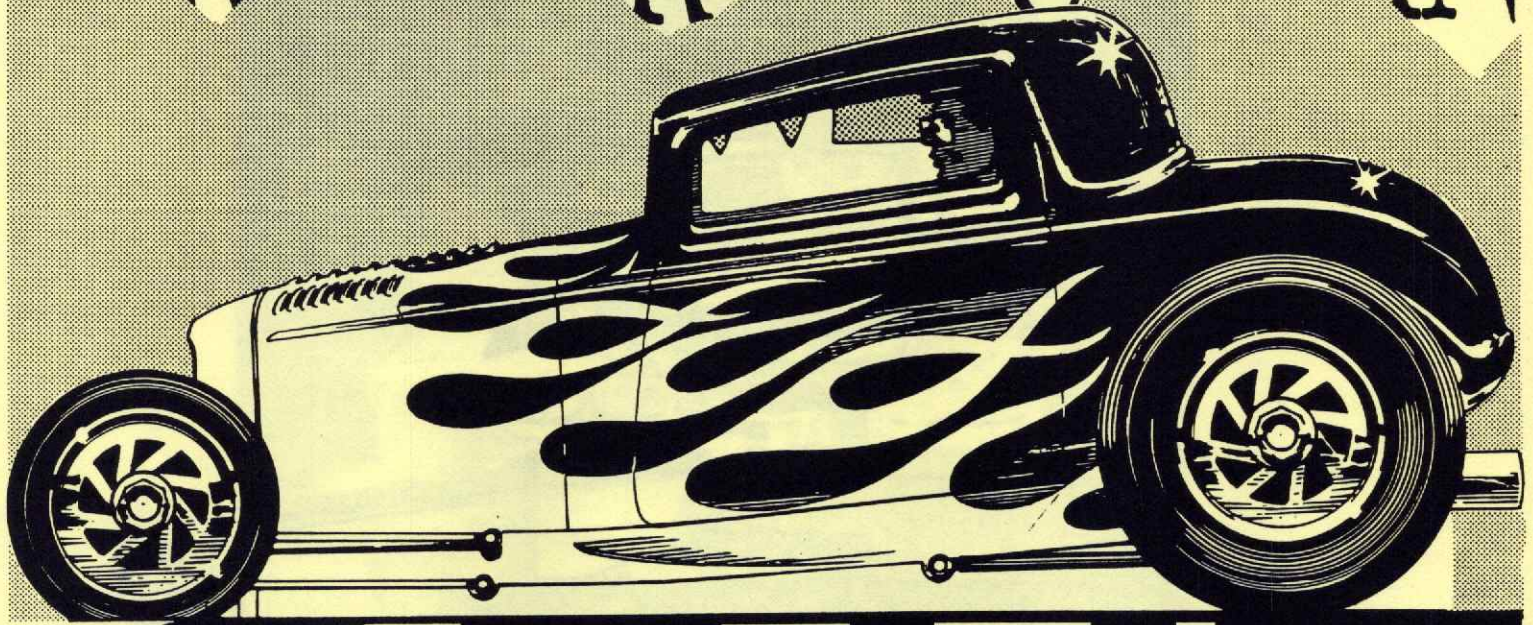
Sponsored by
The Old Car Council of Colorado

for more information call
Mike Seybold 469-4407
Vendor Information on Back

**MERCHANDISE MART
PAVILION BUILDING**

58th & I-25 Exit #215

THUNDER MOUNTAIN



CRUZ

SEPTEMBER 29th

ATTENTION:
Clean your Garage
Before Winter
SEPTEMBER 29
Prior to the Cruz
from 6:00 a.m. till 3:00 p.m.
The Coy's Denver Auto & Parts
SWAP MEET

\$1 PER PERSON

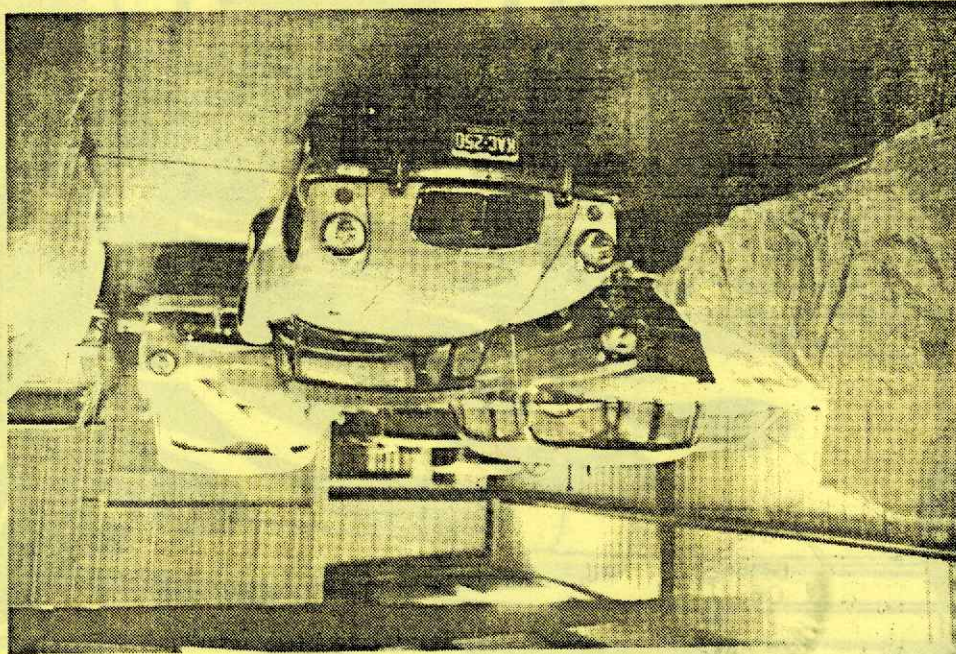
The first 500 people through the gate receive a FREE Colorado Lottery ticket.

Bring your losing Grand Slam Lottery tickets for a drawing to win Lotto for a full 6 months

To reserve space for your club to park together or for more information, call 697-6001.

GATES OPEN AT 4:00 P.M. CRUZ TILL?

**BANDIMERE
SPEEDWAY**



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



SEND TO:

Walter Hundertmark
2322½ N. Cooper
Colorado Springs, Colo
80907

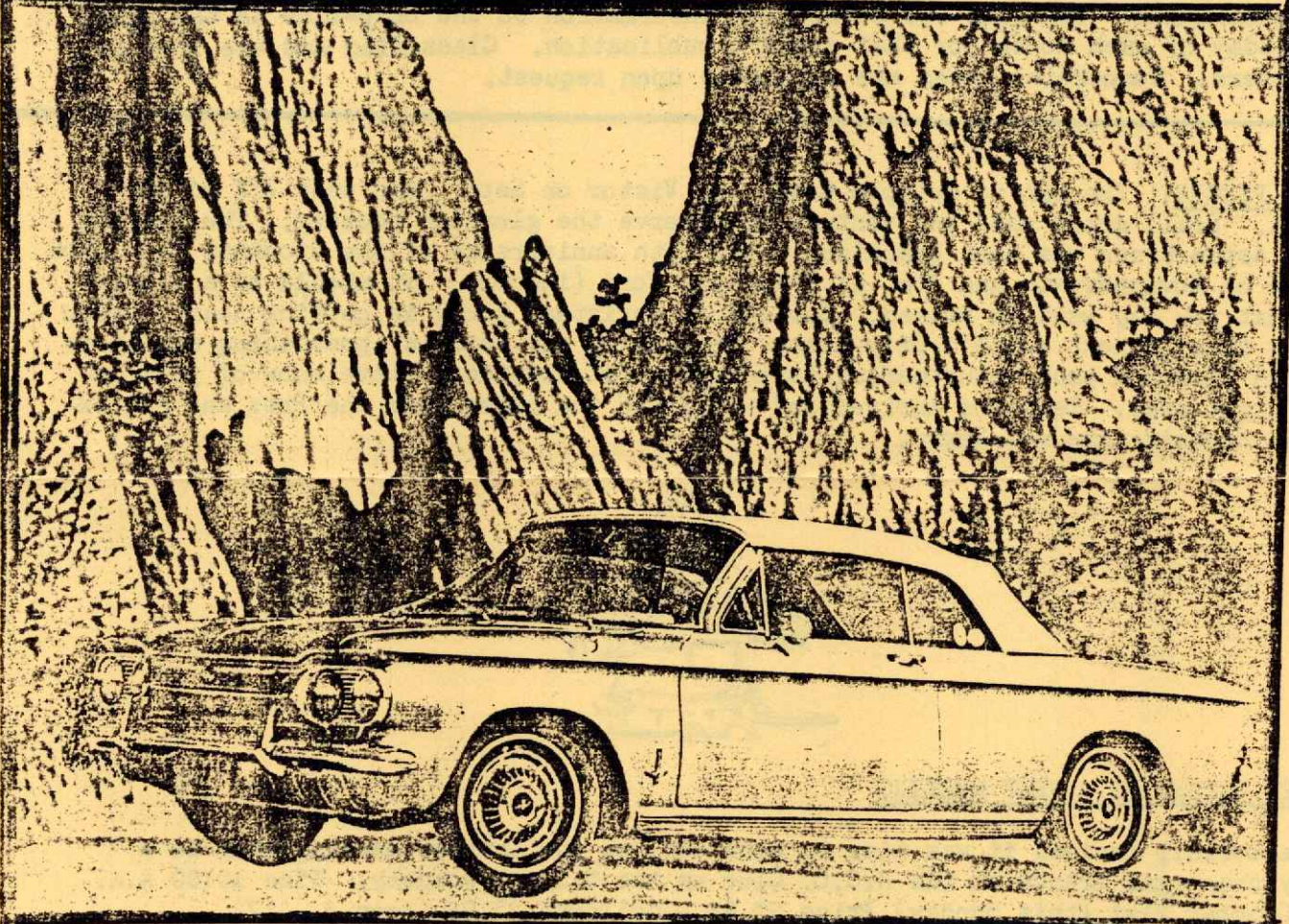
NEXT MEETING - BRUNCH OCTOBER 21, 1990

THE

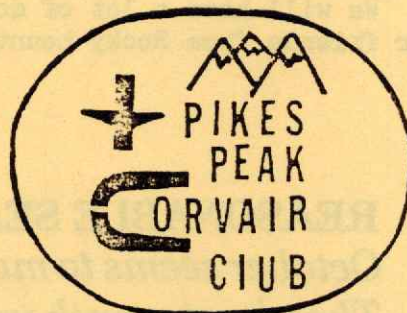
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NO. October 1990



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Secretary	Dale 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	Dorothy & Ed Malew	598-2897
Membership	Ben Benzel	598-6886

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BITS & PIECES: The run to Cripple Creek and Victor on Sept. 30th went off without a hitch. Small group made the venture to observe the glorious scenery. The turning of the Aspen trees was most beautiful. The 25th anniversary of the Stockers Inc. show will be on November 4th and 5th, at Phil Long Ford (indoors) It should be a classy show that you may want to attend. Our annual Christmas party is getting near - watch for the date in next month's Drip-Line. The end of the year is approaching and it is election time and your volunteering is needed. Let President Steve know of your desires right away. Deadline arrived and we missed the notes from the Prez and his excellent Corvair tips --- Sorry.



OCTOBER GATHERING - NEXT MEETING

The membership decided it was time to dine out, so our October meeting will be a Sunday champagne brunch at the N.C.O. Club on the U.S.A.F Academy. Time 10:00 A.M. Date October 21st (this Sunday) Price \$7.95 - Children \$3.95 (Ages 5 - 12)

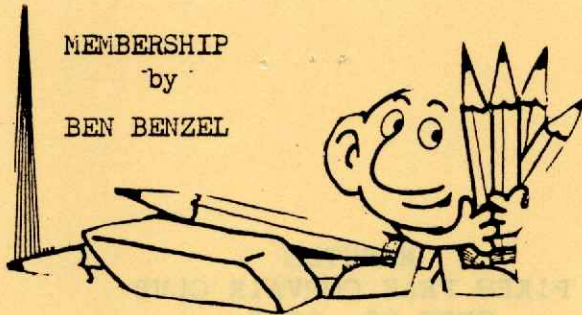
RESERVATIONS ARE A MUST: Call Ben Benzel at 598 - 6886 or 599 - 9725 not later than October 18th. Do it now. We will have a lot of door prizes and fellowship. Joining us will be our Corvair friends from Rocky Mountain Corsa up Denver way. So don't miss this day - Okay///.

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

MEMBERSHIP
by
BEN BENZEL



The following named members have dues now due or past due. Membership in the Pikes Peak Corvair Club is very important to us and a \$10.00 family membership per year is most economical. Dues can be mailed to Oikes Peak Corvair Club Inc., P.O.Box 15034, Colorado Springs, CO. 80935, or better still bring them to the brunch. Any questions call Ben Benzel at 598 - 6886.

*Charles Seeyle	8-90	Ellen Fisher	10-90
Bill Woodman	9-90	John Glusick	10-90
Bradley Mauger	10-90	Omar Halverson	10-90
Bill Mattics	10-90	Ronald Lezon	10-90

* Denotes last mailing.

So the Goblins don't pick up your Corvair on Halloween - re-new now.

We have some new members - so lets give them a warm WELCOME.

Richard Hutchins - who owns a 1963 Coupe and is about to have his 1964 convertible all dolled up. Rick lives in Crystola and has an interesting job of breaking in horses. oooh/// Also welsome to his friend Linda.

Bud and Pat Morgan reside at Palmer Lake and are proud owners of a 1964.

Enjoy-
Pikes Peak Corvair Club
Ben Benzel - Membership



The above picture of Richard Hutchins car was taken on The Aspen tour to Cripple Creek.

MINUTES
PIKES PEAK CORVAIR CLUB
SEPT 26, 1990

Meeting called to order at 7:45 by President Goodman

Minutes approved as printed in Dripline

Treasurer reported a balance of \$954.49

Old business:

Aspen tour - leave Dennys (at Bijou and I-25) at 9:00 am Sunday
9/30

Xmas Party - Red Lobster or NCO Club - tabled until more members
present to discuss

Possible dates - Dec 16th or 19th

Car show - OCC - 10/5,6,&7 - Merchandise Mart
Corvairs have Space #26
Ben has worker tickets
Hupp, Benzel & Hundertmark to show cars

Stocker show - 11/3 & 4 - Hupp to show, maybe 1Benzel

New business:

1991 Tri-state meet to be in Gunnison, CO - 5/18,19 & 20
Headquarters to be DOS RIOS Motel (something about two rivers!)

Brunch with Denver Club - 10/21 - NCO Club - 10 a.m.

Cars for sale - see ads

OCC report - by Goodman (OCC rep out of town)

Bill being sponsored regarding collector plates - may be a three
year registration - may require one-time emission test

Discussion of social event with camaro club - no decision

Did not distribute door prizes due to lack of attendance

Meeting adjourned - 8:30

Refreshments served

John K. Koll
Acting secretary

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

Carl Webb	Nov. 4th
Steve Goodman	Nov. 6th
Dottie Smith	Nov. 9th
Wanda Wencil	Nov. 10th
Dick Shuck	Nov. 22nd



FOR SALE: 1965 Corsa coupe, 140-HP, 4-sp, white, red interior. \$3,500
1965 Monza coupe, 110-HP, 4-sp, white, red interior. \$2,500

Corsa: excellent condition, highly original, new paint, garaged, lots of new stuff (Clark's shifter bushings, new headliner, newly sealed windshield and rear glass, vitons, etc), drives like low mileage car (actual miles unknown), lifetime Albuquerque car with zero rust, 3.55 differential. Everything works except clock. Has a leak from the gas filler if you over-fill the tank. Does not have good wheel trim. Good radials.

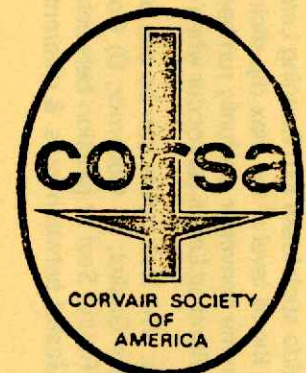
Monza: excellent condition, '66 Saginaw transmission, great never-rebuilt engine, vitons, 3.27 differential, Corsa dash (tachometer works), drives like low miles (actual miles between 90,000 - 100,000), GM AM/FM, excellent cloth 1967 seats, Clark's shifter bushings. (Original Monza dash goes with the car.) An Albuquerque car with virtually zero rust. Original '65 4-speed and a '65 3.55 differential available if desired (price negotiable). Does not have good wheel trim. Radials.

Prices negotiable. Delivery can be arranged.

James C. Pittman Jr. 1112 Westerfield NE Albuquerque, NM 505-275-2195 evenings

FOR SALE:
1960 Corvair coupe - 500
'64 Monza Coupe - 4 speed - Yellow/ black
1961 Corvair station wagon - 4 speed -
Broken windshield and other items
Call Elsie 1-867-2517

FOR SALE:
1964 Corvair Monza Convertible - Excellent condition
Call Mrs. Arnett - 685 - 5272



CORVAIR AUTOMATIC TRANSMISSION LEAKS

By Art Eller (CORSA West)

I like to divide such leaks into Running Leaks and Standing Leaks: Running Leaks occur with the oil level at the max dip stick level: Standing Leaks occur when the 3 or 4 pints in the converter gradually run back into the trans. filling it approx. 1/2 full. Of course, Running Leaks can occur when the trans. heats up to driving temp.

Leak Points: The leak points can be one or more of the following: A) Pan Gasket; B) Modulator Gasket; C) Governor; D) Control Shaft itself; E) Control Shaft entry gasket; F) Round Seal at junction between differential & converter; G) Front Plate Leaks; H) Gasket between trans. & differential; I) Throttle Lever left side of trans.; J) Misc.

Leak Identification: Most leaks require a reasonably clean exterior. Heat up the trans.; jack up the rear; spray total transmission with GUNK Engine Brite or equiv.; spray all sides and bottom; let set for 1/2 hour; hose off with nozzle at max. pressure; let dry & inspect. If still not clean, try a second time. After reasonably clean & dry, take for a drive to heat up trans.; jack up & block; get under & inspect.

A) **PAN GASKET:** Everyone suspects this gasket first & tightens all bolts; often too much! If the leak is here, a new gasket is in order. After removal of pan (drain oil first), clean gasket surfaces & inspect pan bolt area. Almost always, these surfaces need to be hammered back because the prior gasket has thinned out and the metal is deformed. Use a ballpeen hammer to force the metal back in line with the rest of the gasket surface. When reinstalling pan, just snug up bolts; add oil; inspect for leaks, if there is leakage, tighten adjacent bolt(s) just enough to stop leak. DO NOT OVER-TIGHTEN THESE BOLTS! (3-4 ft.lbs.)

B) **MODULATOR GASKET:** The modulator is a round silver-colored unit projecting just below center right hand rear of trans. It takes a special 1" short handled wrench only 1/8" thick to tighten.

C) **GOVERNOR:** A bulbous unit projecting from left-hand rear of trans. Oil leak occurs only when running & leak appears below unit. Leak can often be stopped by loosening upper left bolt that secures trans. to differential. While loose, press governor into its bore with a flat bar between governor cover and suspension. While held in, tighten bolt you just loosened. If this doesn't stop the leak, remove governor & install a new "O" ring as per above.

D) **CONTROL SHAFT ITSELF:** The trans. control shaft has a small "O" ring built into the trans. end where the shaft is fastened to the trans. with a small bolt. This "O" ring prevents trans. oil from entering the shaft and leaking out any wear spots in the outer plastic cover of the cable. You can try to stop these leaks by finding the wear points, cleaning oil off with lacquer thinner, mixing up some epoxy glue and wrapping cable with electrician's tape covered with the glue. A new cable IS best.

POWERGLIDE MAINTENANCE

By Art Eller

It is summer and time to check over the transmission. My love affair with this union device is strong, but attention to a few details is a must, if your Corvair or Ultra Van is to survive.

TRANSMISSION OIL: With the engine transaxle warmed up and engine running, pull the transmission dipstick and check oil level. Level should be between full and add marks. Never overfill a Powerglide transmission because the oil being beaten around inside will foam and start being forced out the front vent in the top of the transmission front cover. This can be a major oil leak. Foaming can cause erratic operation. A cold transmission will always register low oil level on the dipstick because there is a dramatic expansion of the oil as it heats up. DO NOT OVERFILL.

OIL CONDITION: Smell oil on dipstick. If it smells burnt or is dark and cloudy color, change it. Oil should be clear and pink.

OIL CHANGE: You will need a new pan gasket and a large low flat container to catch old oil. A 1/2" socket and ratchet combination and a 10" or 12" crescent to loosen the nut around the filler tube are also needed. Remove 12 1/2" pan bolts while holding pan up until all are removed. Tip pan and pour oil into catch pan. Remove transmission pan but leave catch pan to catch oil dripping out of transmission above. Clean transmission pan including gasket surface. Hammer out dents in pan. Remove pickup screen; wash it in solvent and blow dry. With new gasket in place, refit pan to transmission. Usually a gasket sealant is not needed if pan gasket surface is straight. Tighten pan bolts. Be easy. You can always tighten bolts tighter if there is a leak. Add and tighten bolts tighter if there is a leak. Add and tighten as tight as you can the nut on the filler tube.

NOTE: Removing the oil from the pan of a Powerglide transmission still leaves about 2/3 of the total oil trapped in the converter. If you want to get more of this oil out, let the transmission continue to drain overnight. Another 1-3 pints will drain out, but you can never get all of it out. So, your new oil will be mixed with the old oil in the converter. If the oil is really dirty, the best you can do is change the pan oil two or three times. Each change will dilute the oil system with new oil.

ADDING NEW OIL: When all is tight and together, add two quarts of new oil (Dextron II for G.M. cars). Start engine with transmissions in neutral. Check oil level and bring level up to between add and full. This final filling should be done when transmission is warmed up. Remember about overfilling. I like to operate my transmissions at 1/2 pint low hot. Test drive vehicle.

Stock is by Lanny Claypool and is provided for your information. Lanny Claypool is the Concours Director of CORSA and gives us some insight in Corvair restoration. Thanks Mr. Claypool of Chicagoland Corvair Enthusiasts.

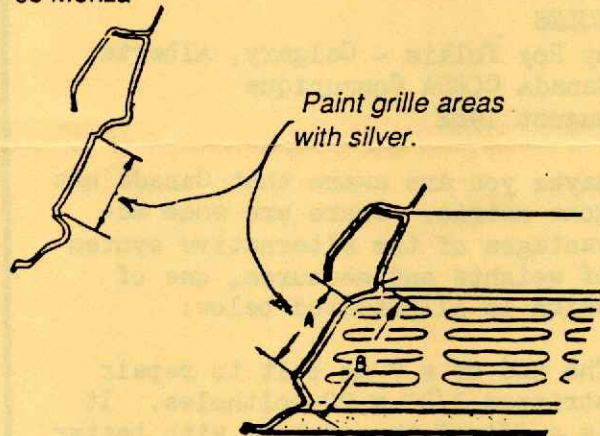
Stock Is...

Larry Claypool

Another year, another convention. The purpose of this entire series was to help people restore their Corvairs to factory condition. Let's see where people missed the boat this year in California.

I was surprised to find many folks unaware that the rear grille on '65-69 Monzas and '66 Corsas was supposed to be accented with silver paint. One fellow even commented that as a paint department head at the Van Nuys, California assembly plant, he could not remember any such operation on the line. Nonetheless, all the sales literature confirms the silver paint as correct, and for those who couldn't find the previous "Stock is..." article that covered this, here's a copy of the assembly manual instructions detailing the area to be painted.

'65 Monza



'66 Corsa (A) & Monza (B)

1965 Monza grilles were painted silver in the mesh area only, as was the '66 Corsa grille. 1966-69 Monza grilles had silver applied over the entire mesh and its surrounding ring. 500s used no paint accent at all, the grille being completely body color.

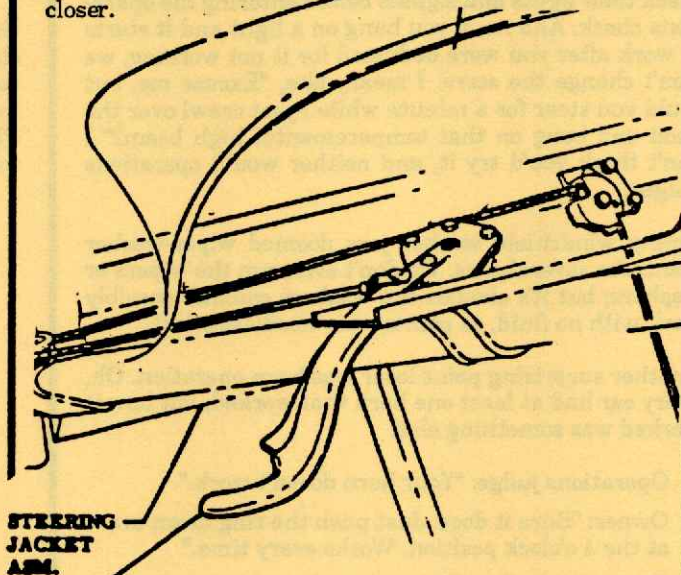
The silver accent for the grille is easily overlooked during repaint, and unless you as the owner make a point of it to the painter, you're more likely than not to end up with a grille that's body colored all over.

Misuse of decals was another common error; most frequent was using the semi-circular "Turbo Air XX horsepower" air cleaner lid decal on pre-1967 models. Correct use of decals was covered in an earlier "Stock Is..." column. Fortunately, most all decals are available today as reproductions, but from a concours standpoint, use

the vendor's description of what and where the decal fits as only general information. The correct year assembly manual is still the best word on what fits where.

Most all other disappointments for concours entrants came not from classification but instead from operations check. This really is silly, because the requirements to pass with flying colors are known and easily achieved.

The Number One frequent deduction was for parking brake travel. Let's examine this adjustment a little closer.



The parking brake handle has about 12 "clicks" worth of travel, each one good for an inch worth of movement when measured at the outer edge of the handle. The assembly manual details the adjustment procedure with the use of a strand tension gauge. At 3" travel, the front cable should show 85-90 pounds of force on the gauge. That's the point where we'd say the handle would "show strain." So, in other words, the rear shoes are starting to make some real contact with the drum. Now, the operation boys don't set up a strand tension gauge on your car, but they do count how many clicks it takes before the handle shows strain; 3-4 clicks from released is on the money; 5-6 clicks adds one point off (affecting your total score by 1/10 of a point) all the way up to 6 points for 12 clicks.

Likewise are similar deductions for foot brake travel, but fortunately only a few cars were lacking here. Remember correct brake adjustment order is to adjust the shoes to the drum via the starwheels first, then adjust the parking brake cable to get 3-4 clicks. And, yes, I know '63-69 models have self adjusting brakes and they should always be in perfect tolerance by themselves. That's why there are two knockout holes provided in each drum so you can set shoes with an adjuster spoon, just like on the old manual adjusting brakes.

A fair number of cars came through with squeaky clutch cable linkage, again easily solved by lubing pulleys and the cross shaft just forward of the transmission. Late models that suffered clutch cable slap to the tunnel covers could have also been easily repaired by proper placement of the felt anti-rattle pads on the inside of the tunnel cover. Lacking those, a piece of rubber hose slipped over the steel rod of the cable does a fine, if not stock (but at least hidden) job of shutting it up.

Points were literally thrown away by those who failed to check their lights and signals before entering the operations check. And no, if you bang on a light and it starts to work after you were deducted for it not working, we won't change the score. I mean, like, "Excuse me, but could you steer for a minute while I just crawl over the hood and bang on that temperamental high beam?" I don't think you'd try it, and neither would operations judges.

Empty windshield washer jars doomed wiper-washer points for several cars. We don't even run the wipers or washers; but it's obvious the washers couldn't possibly work with no fluid, so points were needlessly lost.

Another surprising point loser was horn operation. Oh, every car had at least one horn that worked, but how it worked was something else.

Operations judge: "Your horn doesn't work."

Owner: "Sure it does. Just push the ring down over at the 4 o'clock position. Works every time."

Operations judge: "But it doesn't work when I try the left side."

Owner: "But it always works for me. You just have to know where to push." Judges were not impressed.

This, too, was another silly point loser. The horn should blow from any position on the ring or button. There's a thin steel disc, slightly concave, that lays inside the dish of non-wood style wheels. The outside edge of the disc is insulated by the plastic of the steering wheel. The inside of the disc is curved up away from the center until you push the horn ring or button. Then the inside of the disc bends down to touch the steel core of the steering wheel hub. Contact is made, the relay closes, and the horn blows. "Selected position operation" can be usually traced to this point. Either the inside edge of the disc, or the steel center of the wheel hub, is dirty. Scrape and clean these two areas thoroughly (but don't scrape the plastic off the outside edge of the hub!) and your horn will blow from any position as it should.

Loose vent window handles were common, but one entrant with a pair of unusually tight handles said he'd found a way to fix loose ones. I hope he writes up the cure as a tech tip, for the procedure is not known to me!

Other deductions were less frequent. A few cars had defroster and heater controls that needed lubrication. A noisy alternator bearing plagued one late model, while an early suffered from a fan that rubbed the upper shroud. One convertible ran so rough that it vibrated the distributor primary lead right off the coil (big loser in the idle quality department) while a late coupe lost

window operation points as the quarter glass weather strip and channel fell off the window as it was lowered. A different window mishap occurred when instead of the window going up, the handle ended up in the judge's hand. It was reinstalled with damage only to the score.

It was a little disappointing to see such a small number of stock Corvairs entered in the concours (one, to be exact). A few cars could have been eligible for stock classes with only a few changes such as shocks and whitewall width.

Granted, your score will be the same no matter what class you enter, but there's a certain extra challenge to restoring or maintaining a car to factory specs. Hats off to those who go for it, and a personal thanks to Mike Phillips of Tulsa, Oklahoma, who spent a long day with me helping to classify each and every entry.

A REMENDY FOR STRIPPED VALVE BOLT HOLES

by Roy Folkm - Calgary, Alberta,
Canada CORSA Communique
August 1982

Maybe you are aware that Canada has gone metric. There are some advantages of the alternative system of weights and measures, one of which is illustrated below:

The use of a 7 mm bolt to repair stripped 1/4" x 20 boltholes. It is a "fine" thread bolt with better strip resistance than the course thread stock bolts. Also note that the valve cover and spring clamp need not be drilled when a 7 mm bolt is used. The 7 mm bolt is a bit more "beefier" than the stock 1/4" x 20. Works great on oil pan bolt holes too.

11th ANNUAL AUTO CLASSIC

Thank you Walt Hundertmark for entering your Corvan- Cindy and George Hupp for entering your 66 four door, and to Ben Benzel for entering his 62 Coupe in the Old Car Council Auto Classic for October 4th to 7th 1990 at the Merchandise Mart. We appreciate your hard work and time in representing Pikes Peak Corvair Club.

Our club was the only Corvair club showing.

Rocky Mountain CORSA, where are you?????



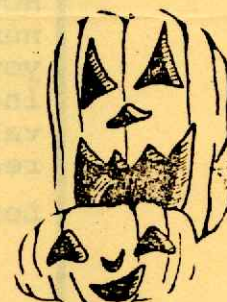
Believe It Or Not!

TAKE your house number and double it. Add five. Multiply by 50. Add your age. Add 365. Subtract 615. The last two figures of the total will be your age, the other your house number. Believe it or not, it works every time!

A LAUGHING MATTER

DIET TIPS:

1. If no one sees you eat it, it has no calories.
2. If you drink a diet soda with a candy bar they cancel each other out.
3. Calories don't count if you eat with someone and you both eat the same amount.
4. Food taken for medicinal purposes does not count. This includes hot chocolate, brandy, toast, Sara Lee chocolate cake.
5. If you fatten up everyone around you, you'll look thinner.
6. Pieces of cookie contain no calories. The process of breaking causes a calorie leakage.
7. Late-night snacks have no calories. The refrigerator light is not strong enough for the calories to find the calorie counter.



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1990 Catalog

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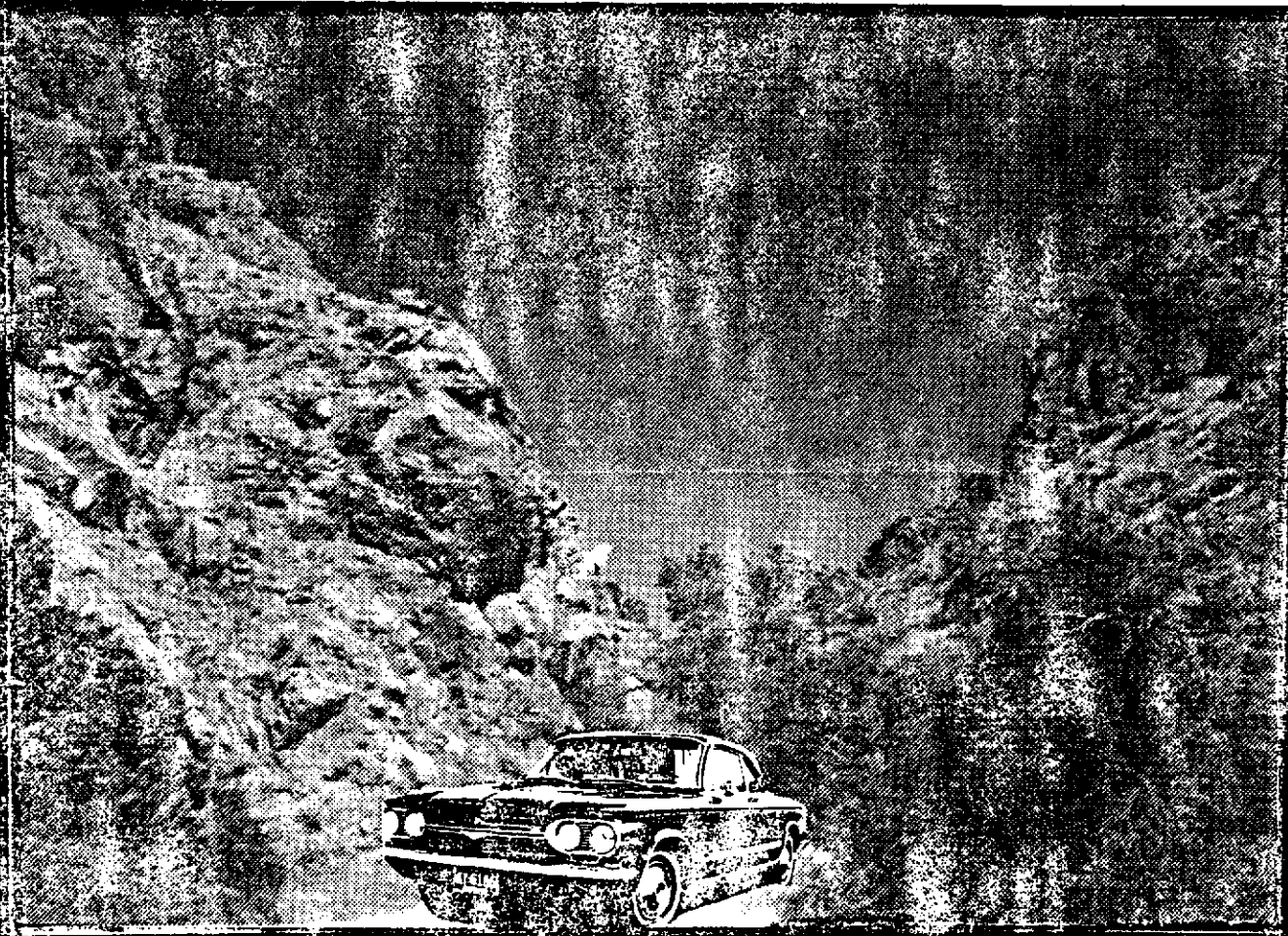
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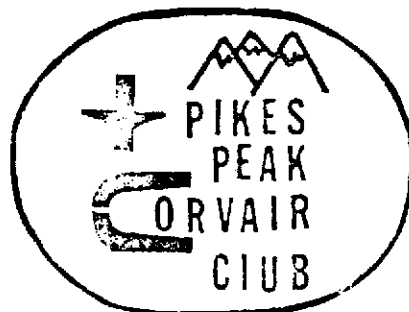
DRIP LINE

VOL. XIII

NO. November 1990



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
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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 month's publication. Classified ads are free to members. Commercial rates are available upon request.



NOTES FROM THE PREZ

Thanks to all that attended the brunch on Sunday. Between the Denver Club and us about 64 people and guests attended.

Thank you Ben Benzel for doing all the leg work for us.

Don't forget that elections are coming. Contact myself or Marsha if you would like a job in the club. See you in November.



NEXT MEETING
Wednesday - November 28th
7:30 P.M.
N.C.O.A. Clubhouse

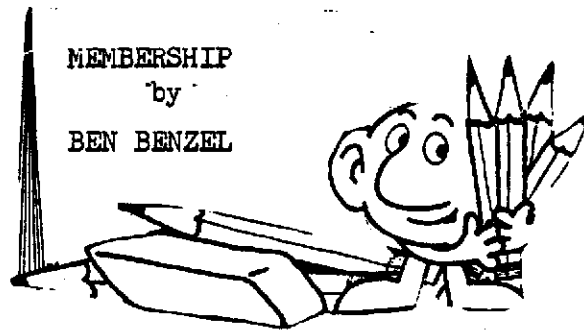


**ATTEND
YOUR NEXT
MEETING!**

Our next meeting will be very important.

We will plan on our Christmas Party and also the election of officers for 1991.

Please plan to attend.



The following named members have dues now due or past due. Membership in the Pikes Peak Corvair Club is very important to us and a \$10.00 family membership per year is most economical. Dues can be mailed to Pikes Peak Corvair Club Inc., P.O. Box 15034, Colorado Springs, Co. 80935 or better still, bring your dues to the meeting. Any questions please call Ben Benzel at 598-6886.

John Glusick	10-90	Dan Jean	11-90
Bill Mattics	10-90	Lloyd Strode	11-90
Bradley Mauger	10-90		

So the Pilgrims don't pick up your Corvair on Thanksgiving - re-new now.



Lets welcome James Bohart and Betty Jo as our newest members. They are a proud owner of a '65 four door. Believe James will be soon separating from service and hopes to stay in the Springs. Thanks for joining Pikes Peak Corvair Club.

Happy Thanksgiving
Ben Benzel
Membership

A Little Bit of History: On 3rd & 4th of November the Stockers Club Inc. held that annual show at Phil Long Ford. This big show was their 25th Anniversary, which happened to be a real fine display of cars. Ben entered his '62 two door Monza and Cindy Hupp entered her '67 Mustang. Walt Hundertmark, a real veteran of Pikes Peak Corvair Club, advises that this is the first time a club member of the Pikes Peak Corvair Club has shown a car in the Stockers Club show. After 25 years, we finally made it to the Bigtime. Ben won "Best of Class" with his little, clean machine, and won a very nice trophy (Class 58 - 64).

Auto Show - November 22nd to 25th, 1990 is the World of Wheels Auto Expo. being held at the new Denver Convention Center. Further details can be obtained from Walt Hundertmark.

Happy Birthday Wishes,



DECEMBER BIRTHDAYS

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



FUEL TANK PROBLEMS

If you suspect your fuel tank is rusty, either inside or outside, there are a couple of ways to fix it. Number one is to buy a new tank, still available from GM for about 110.00. (no shipping charges) The other is to repair yours, rusty holes through the tank are basically not repairable. Yes you can clean thoroughly and weld the hole, but it is easier to at least find another tank. If the inside is flaking from rust, there are several cleaner and coating type liners available. Look in Hemmings, Old Cars Weekly for ads.

CHRISTMAS DINNER

The christmas dinner is tentatively set for Dec. 19 at the NCO club. Menu and such will be announced at the November meeting hopefully. If anyone has a program idea different from past years, tell me or Marcia or stand up at the meeting. Please plan now to be there and make the last event of the year a good one.

STEERING WHEEL PLAY

In last months' CORSA Communique there was a tech article about pitman arm bushings. The suggestion was to use a nylon insert. The pitman arm bushing is a part that does wear out and if your car has quick steering and wide tires it wears out quicker. I replace mine every couple of years. I believe that the rubber does not transmit road shock into the wheel like a solid bushing would. The reason that there is so much rubber in the car, trans mounts and rear engine mount, trailing arm and strut rod bushings as well as the front a-arm bushings etc is to keep shocks and vibrations separated from the body. I built an autocross car back in the sixties with all solid bushings, solid mounts, etc and it handled great but you could stand to ride in the car on the city streets. Even the rear view mirror shook apart.

ELECTIONS

There was a minimal attendance at the Sept meeting. Was it because of the DRIFLINE ARTICLE asking for new officers. I don't think so but I think we do need some new faces and ideas. Call Marcia and volunteer. Elections are in December.

Steve Goodman

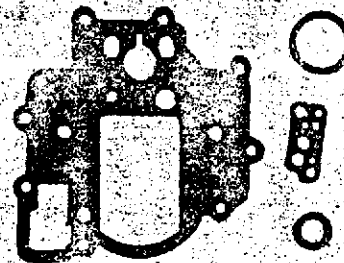
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GASKET KIT

This is a basic set of gaskets for the times when you just want to take a look inside or change jets. KIT INCLUDES bowl gasket, venturi gasket and fuel inlet gaskets.

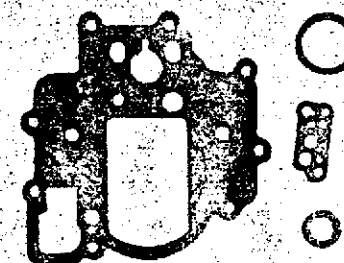
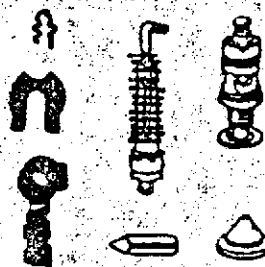
60-69 ALL ex/turbo \$4.00 ea 10/\$3.00 ea
25 or more \$2.40 ea



MINOR KIT

KIT INCLUDES same as Gasket kit plus needle and seat, throttle pump w/spring discharge needle, idle vent valve and all necessary clips.

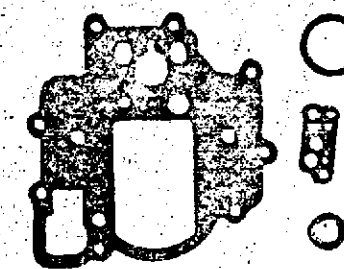
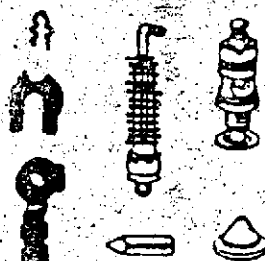
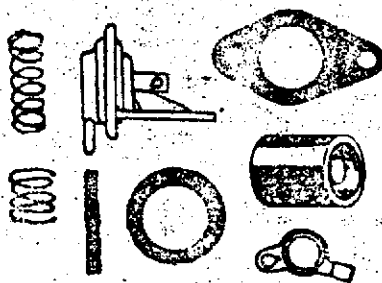
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MAJOR KIT

This is the ultimate rebuild kit and includes almost everything you may need.

This kit includes the same as the MINOR KIT listed above and includes fuel filter, correct GM insulator mounting gasket, air cleaner gasket, fuel filter spring accelerator pump spring. 1962-69 KITS also include vacuum choke pulloff, pulloff hose and fast idle control lever.



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Prices same as for 1960-61

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THE FOLLOWING TWO PAGES ARE ABOUT THE HOBBY OF JOHN KOLL, OUR TREASURER.

Source - Grant Thornton Today

Classic Autos Put Nostalgia In Driver's Seat

By Rick Paszkiet
Associate Editor

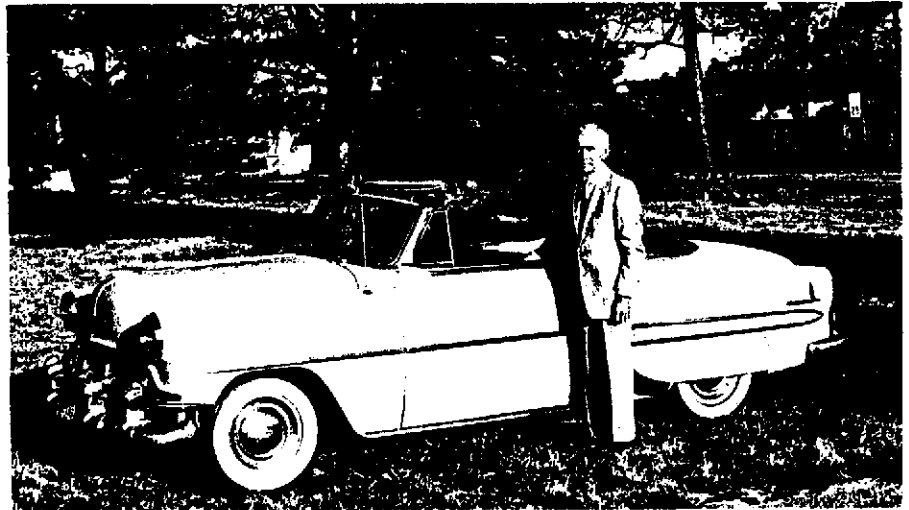
Tailfins, rumble seats, and chrome overlays are not readily associated with the terminology of accounting. Through the years, however, John Koll, a member of the Colorado Springs tax staff since 1979, has proven his adeptness at restoring vintage cars as well as preparing a corporate tax return for Grant Thornton.

Koll knows the appeal of such classic automobiles — he has more than 20 antique collectibles (all in working order), ranging from a 1928 Model A Ford Roadster to a 1960 Corvette.

According to Koll, his enthusiasm for antique collectibles began when he was growing up on a small farm in Luverne, Minn.

"There always seemed to be a variety of old cars in the area rusting away in the corner of some obscure field," says Koll. "I became interested in the makes and models of the cars, and their place in car manufacturing history."

Although Koll also collects cameras and belongs to many civic organizations, such as the



John Koll, Colorado Springs tax staff member, in front of his favorite classic auto — a 1953 Chevrolet convertible.

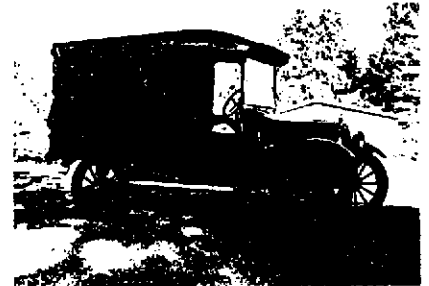
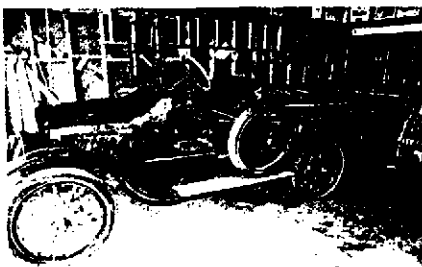
Woodmen Valley Volunteer Fire Department, his true hobby is bringing these antique collectibles back to their original luster.

Bringing Back the Past

At parades or car shows, antique collectibles are usually in pristine condition and gleam as if they just came off the assembly line. But restoring these vehicles to their orig-

inal shape can be a time-consuming and expensive undertaking.

"As far as restoring these cars is concerned, I tend to go two ways," says Koll. "Some I restore myself and some I purchase in near-mint condition. If you do the work yourself, the costs are not prohibitive. Also, by having someone restore the car, you probably will end up spending more than the car is really worth."



The restoration process (l. to r.) is arduous — but rewarding. Restoring these vehicles can be a time-consuming undertaking. Koll spent more than a year restoring this 1922 Chevrolet light delivery wagon to its original condition.



Even with doing your own restoration, there are other costs involved in collecting these vehicles, such as insurance and storage. Koll uses a hangar at a Colorado Springs-area airport to store many of his 20-plus cars. And, because his cars are deemed "antiques," his insurance company limits how many miles Koll can drive them.

For Koll, the restoration process is one of the joys in collecting these automobiles. "There is a certain challenge involved when it comes to restoration," says Koll. "Some cars were so popular that you can buy any parts and equipment you need.

"On the other hand, I have a 1929 Oldsmobile 'Woodie' station wagon which was very difficult to obtain parts for. In this case, I had to make the parts myself. This is the range of problems you'll confront in restoring an antique collectible."

Of the various cars Koll has restored, his favorite is a 1953 Chevy convertible. Why? "I bought it in very poor condition and was able to restore it to its original splendor," says Koll.

Chevrolets hold a particular fascination for Koll, especially the models manufactured in the 1950s. "I'm basically a Chevrolet fan. I was brought up with the cars, and they seem to typify the 1950s," says Koll.

Chevrolet's famous slogan, "See the USA in your Chevrolet," was initiated in the 1950s, and Koll's 1953 convertible, which he accessorizes with the mandatory fuzzy dice, seems the perfect cruising auto — even for an accountant.

Determining the Value

Besides his prized 1950s Chevs, Koll has a number of vehicles that are particularly valuable: a 1922

Chevrolet Light Delivery Truck, a 1928 Model A Ford Roadster, a 1936 Chevy Sports Sedan, and a 1960 Corvette.

What determines the value of a collectible?

"To a degree, the value of these cars is determined by supply and demand," says Koll. "When Ford made the Model T cars, they produced more than 15 million. Consequently, there's a surplus of these cars, while other lesser-known car manufacturers and brands are in limited supply.

"Another determining factor is what's in vogue. For instance, the souped-up 'muscle cars' of the 1960s are in demand today. Consequently, the price goes up. Convertibles also tend to be more desirable than other types of cars."

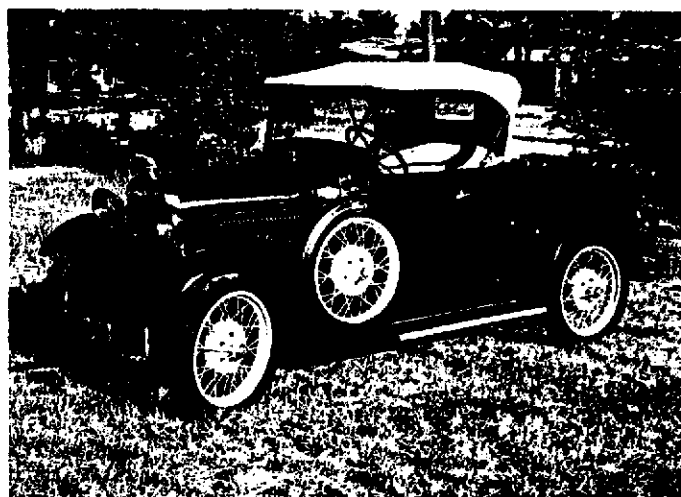
The sporty, stylish autos of the 1920s and the luxury cars of the Depression era are always in demand, according to Koll. Their innovative designs and nostalgic appeal make them a favorite of car enthusiasts.

Cars, Camera, Action

Koll's car collection and expertise in driving these autos came in handy last fall when CBS filmed a made-for-television movie, The Incident, in the Colorado Springs area.

The movie is about a lawyer defending a German prisoner of war in the United States during World War II. To capture the look of the 1940s, the production company needed classic automobiles.

"The production company heard about my collection through the local car clubs I belong to," says Koll. "So, I was asked to be



The spirit of the "Roaring Twenties" is typified by Koll's 1928 Model A Ford roadster.

an extra for a motorcade scene, driving my 1936 Chevy sedan."

Unfortunately, Koll's one shot at film stardom ended up on the cutting room floor. "I didn't appear in the movie, but some of my cars — a 1941 Chevy coupe, a 1928 Ford, and a 1936 John Deere tractor — were used during the filming of the movie," says Koll.

The production company did ask Koll to trailer one of the antique collectibles from scene to scene. "I was paid \$100 a day to trailer the car, because the crew was so paranoid that something would happen to it," says Koll. "It was quite an experience watching and participating in the production of a movie."

Koll and his wife Barbara are not likely to leave their Colorado Springs home for Hollywood. For now, Koll will continue to spend his time working as a member of GT's tax staff, and collecting and restoring antique collectibles.

"Most people ride in cars to get someplace," says Koll. "When driving these autos, there's a different feel — you're a part of history."



Word has it that Larry Claypool has the following tips:

New Stuff

Bumper Guard Clamps! Why is it so many early model and FC accessory bumper guards are missing the clamps that hold them on? Now there's an answer so you can install those guards at last. Exact repro guard clamps — with bolts and washers (does two complete guards) . Just \$19.95/set

Cold Plugs Here's some really unusual AC spark plugs— 42-6 FS. They're >correct thread and reach for Corvairs with a heat range of about 42½. Good for motors that run hot. Just \$1 each

If interested, his address is:

Larry Claypool
21403 S. 80th Avenue
Frankfort, Illinois
60423

Phone 815-469-2936

FOR SALE

CORVAIR MONZA

YEAR: 1967

COLOR: GOLD

STYLE: 2 DOOR

CONDITION: NOT RUNNING, BUT IN GOOD CONDITION

PRICE: NEGOTIABLE

WHAT'S WRONG:

- REAR BRAKES LOCK
- BRAKE SYSTEM LEAK
- FUEL LEAK AROUND RHS CARBURETOR
- STARTING IS INTERMITTENT - PROBABLY BAD GROUND

WHAT'S RIGHT:

- PARTS ARE ORIGINALS
- SPARE TIRE REMOUNTED TO ENGINE COMPARTMENT TO GIVE MORE TRUCK ROOM
- AIR CONDITIONING HAS COMPRESSOR IN REAR, DRYER IN FRONT, AND SPECIAL FIN TUBING ALL AROUND UNDERSIDE PERIMETER OF CAR

IF INTERESTED: PLEASE CALL

Sherm Mills
Ellen Pate

215-277-2444
303-771-3551

IT'S A FACT

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

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

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

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

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

BOX 404, Hillsboro, OR, 97123

1-503-640-5229 & 1-800-825-VAIR

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OUR
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BRAKES - TUNE UP - ELECTRICAL
AIR CONDITIONING SERVICE

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632 - 2943

Hank Brown - Owner

221 North Iowa
Colorado Springs, CO.
80909

COLORADO COLLECTOR CAR PLATES REVISED

By Bob Tone
Collectible Vehicle Society

The Old Car Council of Colorado is comprised of over 70 car clubs. Within the OCC, a group of volunteers called the Collectible Vehicle Society addresses legislative issues at the state level. The CVS hired lobbyist, Leo Boyle, to represent our interest in the capital. During the past year, we learned many state legislators have the perception that people are using the collector car plate to get around the emission test on older non-collector cars that are in daily use.

Unless we take a positive stand and propose a solution to this perceived problem, it is almost a certainty that we will be forced to live by someone else's solution that we will not like. In fact, the solution would most likely be equivalent to taking away the plate. This past year, members of the CVS have studied input from OCC members and lobbyist, Leo Boyle, with the goal of proposing legislation for the next session which would address the problem in a way that would minimize our loss of the collector car plate privileges. The following are the conclusions:

- Most of the perceived violators of the collector car plate usage are driving 1960's vintage cars.

- The owners of these cars most likely buy the collector car plate to avoid the expense of the emission inspection which includes repairs to the car.

These concerns are addressed by the following CVS proposal:

All 1960 or newer cars must have a one time emission test when the collector plate is next renewed or when first issued. The collector plate will be used for three years rather than one year. (The collector plate is currently the same price as the standard plate.)

With this proposal, the collector plate fee for three years would be paid at the time of issue or renewal. It is felt that these two changes to the current law would eliminate the incentive for the "non-collector user" of the plate as the "up front" cost of the collector plate would be triple the cost of the regular plate and the emission test expense would still exist. Hopefully, these changes would solve the problem with a minimal effect on the collectors.

Representative Norma Anderson and Senator Bill Owens have indicated that they would sponsor the bill to modify the current collector plate law. Members of the CVS will be working with the legislators and others to draft the bill by the end of this year.

If you support these kind of actions and want to ensure that our hobby will have a healthy future, please make sure that your car club is an active member of the Old Car Council. In today's world, it takes a lot of time and money to protect one's interests. We would welcome your support. Please contact me at 303/761-4561, Leo Boyle at 303/894-0655, or a CVS committee member.

Bob Tone

When You Have a Question On;

LIFE OR HEALTH INSURANCE

Call CHUCK SEELYE

685-5848

P.O.Box 952
Lanigan Springs, Colorado
80829

Happy to help without obligations

OLD CAR COUNCIL OF COLORADO, INC.
 PROPOSED BUDGET
 FOR THE YEAR 1991
 ADMINISTRATION ONLY
 (Prepared on the Cash Basis)

	9 MONTHS ENDED 09/30/90 -----	PROPOSED BUDGET 1991 -----
Revenues:		
Dues at \$25 per club	\$ 1,780	\$ 1,750
Interest income ***	1,916	2,555
	-----	-----
	3,696	4,305
	-----	-----
Operating Expenses:		
Bank charges	2	0
Donations to charities	140	150
Insurance	223	250
Interest	515	0
Professional fees	395	500
Office expenses	53	250
Penalties	350	0
Printing & newsletter	1,517	2,500
Rent	0	300
Supplies	337	550
Taxes and licenses	305	0
Telephone	201	540
Travel and meals	581	650
Miscellaneous	23	500
	-----	-----
	4,642	6,190
	-----	-----
Revenue over (under) expenses before income taxes	(946)	(1,885)
Income taxes paid	3,939	0
Income taxes estimated	0	1,000
	-----	-----
Revenue over (under) expenses	\$ (4,885)	\$ (2,885)
	=====	=====

*** Interest income is from Swap Meet and Car Show funds invested in certificates of deposits presently being used to finance OCC administration costs.

The proposed budget and nine months of revenues collected and expenses paid are prepared by Jack Atkinson as treasurer of the Old Car Council of Colorado, Inc. and only in that capacity."

AND TO ALL!

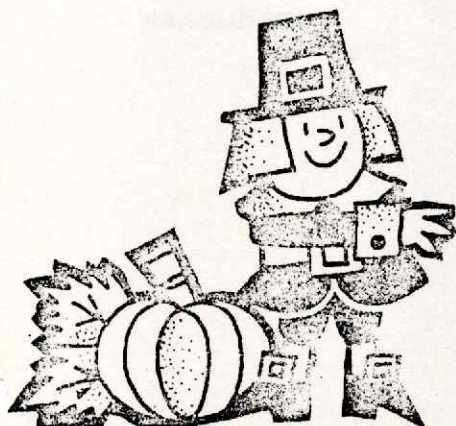
...TO ONE

Thanksgiving

A Happy



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



SEND TO:

Mr. Walt. Hundertmark
2322½ N. Cooper
Colorado Springs, Colorado
80907

THE

DRIP LINE

VOL. XIII

NO. DECEMBER 1990



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	Dale Carraway	528-5629
Treasurer	John Koll	593-1928
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 month's publication. Classified ads are free to members. Commercial rates are available upon request.

NOTES FROM THE PREZ

Thanks to all that attended the November meeting. The main topic was the upcoming xmas party to be held Dec. 19 at the NCC club. Time is 6:30. Have your reservations in to Ben Benzel by the 17th. Prime Rib is \$9.95--Roast turkey is \$7.95, baked potato and peas and salad. We will also have the gift exchange, bring 1 gift per person attending, under \$5.00 and mark girl or boy. Dessert will be baked by our ladies. Please plan to attend. The club will pick up the tip. See you there.

If you want to come to Denver for their annual drive to Georgetown and brunch on New Years Day, let me know, they need to know how many for the restaurant. I'll meet you in Denver if you do not know the way.

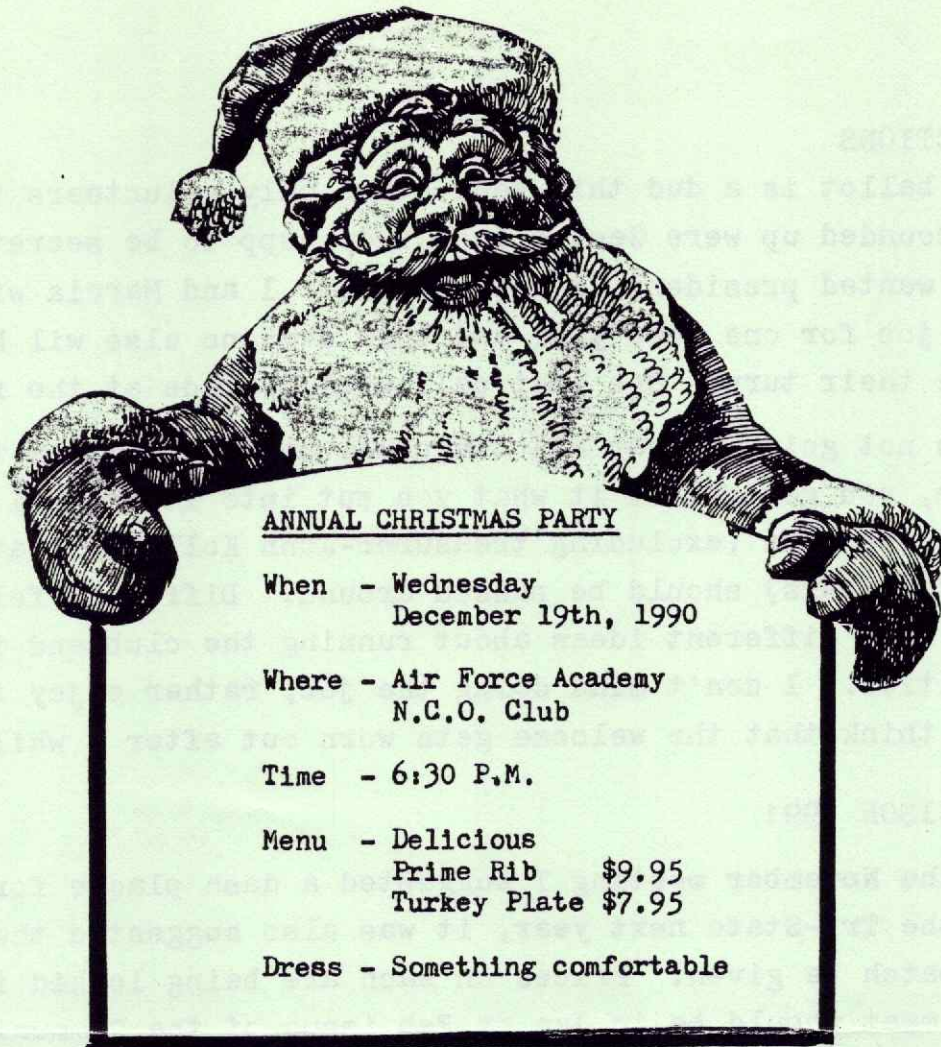
Steve Goodman

When You Have a Question On
Life or Health Insurance

Call CHUCK SEELYE
685-5848

P.O. Box 952
Manitou Springs, Colo
80829

Happy to help without obligation



ANNUAL CHRISTMAS PARTY

When - Wednesday
December 19th, 1990

Where - Air Force Academy
N.C.O. Club

Time - 6:30 P.M.

Menu - Delicious
Prime Rib \$9.95
Turkey Plate \$7.95

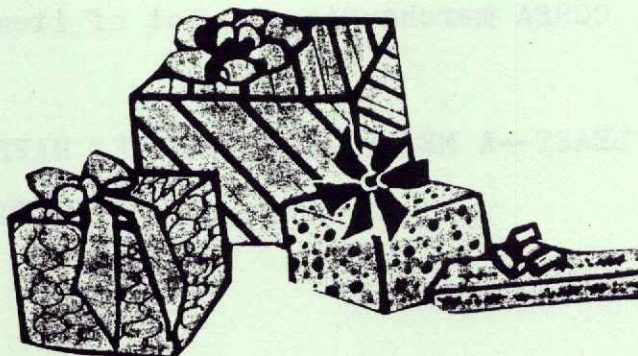
Dress - Something comfortable

The Holidays are upon us and again we will break bread together at our annual Christmas Party. Everyone coming is asked to bring a gift marked "He" or "She". Gift should be in range of \$5.00 but please don't exceed that amount.

Reservations are a must and should be made to Ben Benzel at 598 - 6886 by December 17th. Send money to Ben at 3930 Encino Street - Colorado Springs, Colorado - 80918.

Please include your dinner entree. Checks are welcome and should be made payable to the U.S.A.F.A. - N.C.O. Club. We would like to have a real good crowd, so please try to attend as we will have a great time. Oh yes/ the tip will be absorbed by the Club. Isn't that nice//

Call Ben now, or just send in your reservations so he receives them by the 17th.



ELECTIONS

The ballot is a dud this year. The only volunteers that could be rounded up were George and Cindy Hupp to be secretary. No one wanted president or V president. I and Marcia will take the job for one more year and then someone else will have to take their turn. One last call will be made at the xmas party.

I am not going to say all the usual stuff about how this is your club, you get out of it what you put into it etc. I do think that the jobs (excluding treasurer-John Koll has that locked up for years) should be passed around. Different folks think and have different ideas about running the club and its' activities. I don't mind doing the job, rather enjoy it in fact, but think that the welcome gets worn out after a while.

GUNNISON 1991

At the November meeting I suggested a dash plaque for each at the Tri-State next year, it was also suggested that a sew on patch be given. Prices on each are being looked into. The meet should be in Jan or Feb issue of the Communique too.

Thanks

Thank you John Koll for taking notes at the November meeting. John also announced that wife Bobbi is feeling much better and hope to see her at the xmas party.

Thanks too to my wife Ruth for the cake at the Nov meeting.

XMAS GIFT LIST

If your stocking needs something else this year, you might try a key fob with Chev bowtie. They can be found in grocery stores, hardware stores, etc. Also shift knobs, fog mitts, CORSA or CORVAIR jacket patches, maybe a hat matching the car color and a patch on it. CORSA merchandises a lot of items, look at the dust cover.

LAST BUT NOT LEAST--A MERRY CHRISTMAS AND HAPPY NEW YEAR TO ALL

Steve Goodman

Minutes - Pikes Peak Corvair Club

11/28/90

Meeting called to order by president Goodman at 7:35 p.m.

Treasurer reported a balance of \$1,005.17

Old Business

President Goodman thanked those who attended the last brunch

Christmas dinner - 12/19 (Wed) NCO Club - 6:30

Prime rib \$9.95

Turkey dinner - \$7.95

Gift exchange - 1 each - \$5.00

Reservations with Ben by 12/17 WITH MONEY

Checks payable to NCO Club

Nominations -

President - Steve Goodman

V-Pres - Marcia Shuck

Treasurer - John Koll

Secretary - George and Cindy Hupp

Tri-State meet to be in Gunnison in 1991

Ben to report on banner later

New Business

President Goodman read some correspondence -

Videos available on Ontario meet - \$24.95

Building and lots available for old cars \$\$\$\$\$\$

Moved and seconded to send \$50.00 to Gazette Empty Stocking Fund

New Year's Day - Tour to Georgetown for lunch

Treasurer to order 10 minor carburetor kits from Corvair

Underground

Ben has information on Corvair parts for sale

Club to pay gratuity on Christmas dinner

OCC report - Hundertmark

Car show was good although attendance was down - may expand

1991 swap meet - first weekend in June

Trying to save "collector" tags for the collectors

Car show coming last weekend in March - Tri State Auto Show - big

Great American Race may come through Colorado Springs

Kruse auction in Denver in March

Meeting adjourned

Drawing for door prizes

Respectfully submitted

John K. Koll

Acting secretary



MEMBERSHIP
BY
BEN BENZEL



The following named members have dues now due or past due. Membership in the Pikes Peak Corvair Club is very important to us and a \$10.00 family membership per year is most economical. Dues can be mailed to Pikes Peak Corvair Club Inc. P.O.Box 15034 - Colorado Springs, Colorado - 80935, or better still bring your dues to our monthly gathering. Any questions call Ben Benzel at 598 - 6886.

* John Glusick	10-90
Dr. Lloyd Strode	11-90
Albert Hilbert	12 - 90

* Denotes last notice. Please renew NOW// THANKS.

As of this printing, we have 51 members in our fine club. In addition, we have the spouses that help make our Club so great.

Merry Christmas and a Happy New Year
Ben Benzel - Membership



WANTED: Full set (4 each) 62 or 63 wire wheel covers (2 spinner) Must be in good shape for my 62 Monza. Please call Ben Benzel (719) 598 - 6886 or write 3930 Encino Street, Colorado Springs Colorado 80918

FOR SALE: 2 door, 6 cyl., 4 speed. Body in good shape. Just painted. Interior in pretty good shape, Could use some repair Engine in good shape, runs great. 86192 actual miles. Have to see. Asking \$1000.00. Ask for Mike - 719 - 475 - 8129



Happy Birthday

Lloyd Strode
Lillian Block
Waltraud Halverson
John Doswell

Januray 1st
Januray 2nd
January 3rd.
January 10th



Bobbie Koll had cataract surgery. Looks great/ Happy healthy New Year Bobbie.

The Blocks returned from the walnut harvest in California. Bought a new camper and went to Florida for a 50th wedding anniversary. Hope to see them in January.



HOME-MADE CHRISTMAS GOODIES FOR PETS



DOG BISCUITS

- 3½ cups whole wheat flour
- ½ cup finely grated sharp Cheddar cheese
- 1 teas. honey or molasses
- 1½ - 2 cups chicken broth
- 1 tea. oil or melted bacon grease

Measure flour into mixing bowl. Stir in cheese. Add honey or molasses and chicken broth to make a stiff dough. More broth may be needed. Cover the bowl with waxed paper and let sit 15 minutes. Knead in oil or bacon grease, forming dough into a ball. Cover again and let sit 30 minutes. Roll dough out on a floured surface to approximately 1/8 inch thickness and cut into strips or desired shapes. Bake on ungreased cookie sheet at 425 degrees for 15 to 20 minutes. The biscuits should be crisp and lightly browned. Cool on a rack and store in a jar or plastic bag. Yield 75 biscuits

DOG BISCUITS DELUXE

- Mix: 2 cups flour
- ¼ cup cornmeal
- ½ cup soy sauce
- 1 tsp. salt
- 1 tsp. bonemeal
- ¼ cup sunflower seeds
- Add: 2 tbsps. oil, melted butter or fat
- ¼ cup unsulfured molasses
- 2 eggs mixed with ¼ cup milk (Save 1 tbsps.)

Add: More milk together if needed to make a firm dough

Roll out to ½" thickness. Cut into shapes and brush with remaining milk mixture.

Bake on cookie sheets at 350 degrees for 30 minutes until lightly toasted. Turn off heat and leave biscuits in the oven to get really crunchy treats.

CAT MINCHIES

- 1 cup brown rice

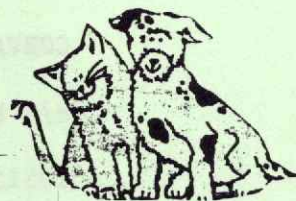
- 2 cups well flavored beef, chicken or fish stock (can use bouillon cubes)

Bring broth to a boil. Stir in rice, bring back to a boil and simmer, stirring until all broth is absorbed - about 40 minutes. Spread rice on a cookie sheet. Bake 400 degrees until rice is brown and crackly - about 20 minutes. Or allow to dry at room temperature 24 hours. Heat 2 tbsps. oil in frying pan. Add rice a cup at a time to the hot oil, shaking and stirring until grains pull. Drain on a paper towel.



Pet Age vs. Human Age

We used to think that one year in a dog's or cat's age was equivalent to seven years in a person's age. A more detailed comparison is as follows:



DOGS

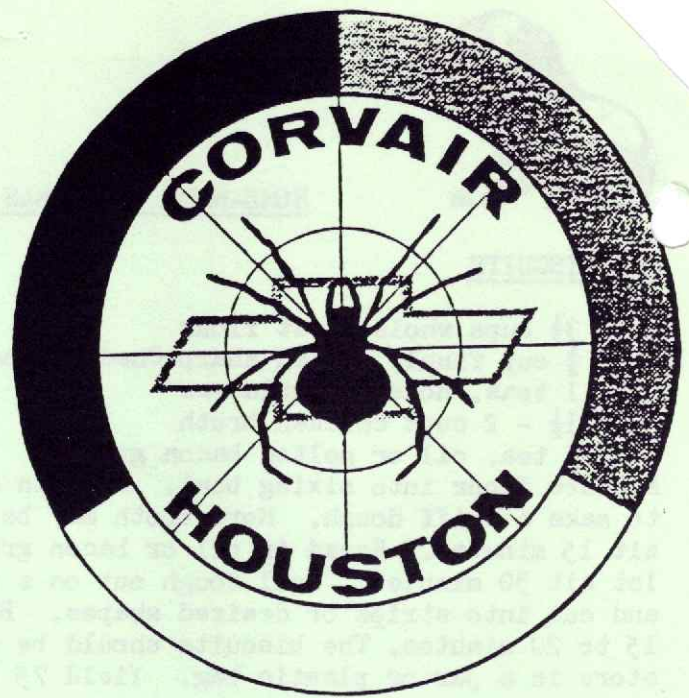
- 6 months equals 10 years
- 1 year equals 15 years
- 2 years equals 24 years
- 3 years equals 28 years
- (add 4 years for each added year)



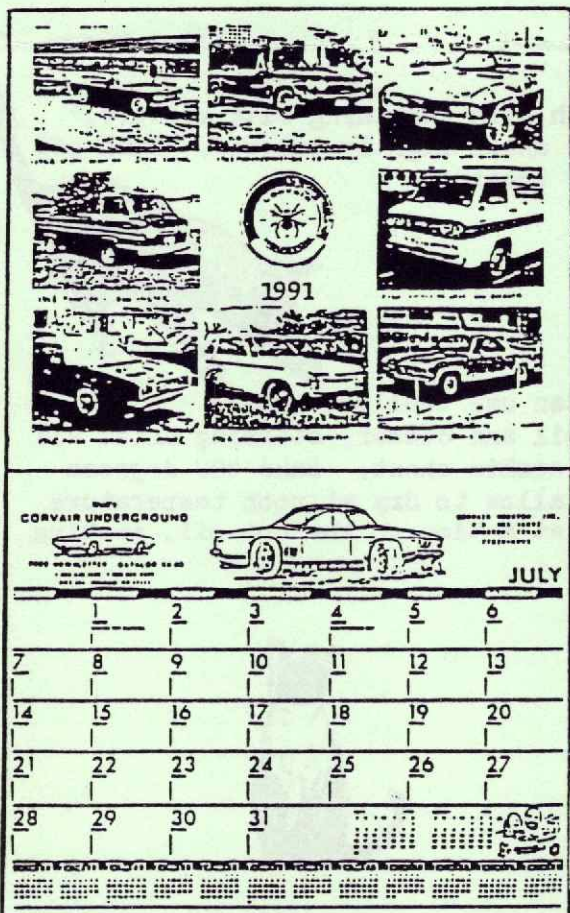
CATS

- 6 months equals 13 years
- 1 year equals 20 years
- 2 years equals 26 years
- (add 6 years for each added year)

1991 CORVAIR HOUSTON CALENDAR



(illustration only - not actual photo)



The CORVAIR HOUSTON color calendar is now available for sale!!! Full 11"X 8½" size, 13 month calendar with color print of 8 of CORVAIR HOUSTONs finest 'vairs. Actual print includes a SPYDER CONVERTIBLE, EARLY MONZA CONVERTIBLE, CORSA COUPE, LATE MONZA CONVERTIBLE, LAKEWOOD, RAMPSIDE, GREENBRIER, and a STINGER. Price includes postage, handling, and tax.

Individual copies: \$6.00 ea.

5 to 9 copies: \$5.50 ea.

10 or more copies: \$4.75 ea.

Mail your request with return address and check or money order to ...

CORVAIR HOUSTON

c/o Ed Murphy

10515 Mackenzie Dr.

Houston, TX 77086

IF INTERESTED, CONTACT BEN BENZEL

THANKS FOR YOUR SUPPORT !!!

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Lon and Linda Wall

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