

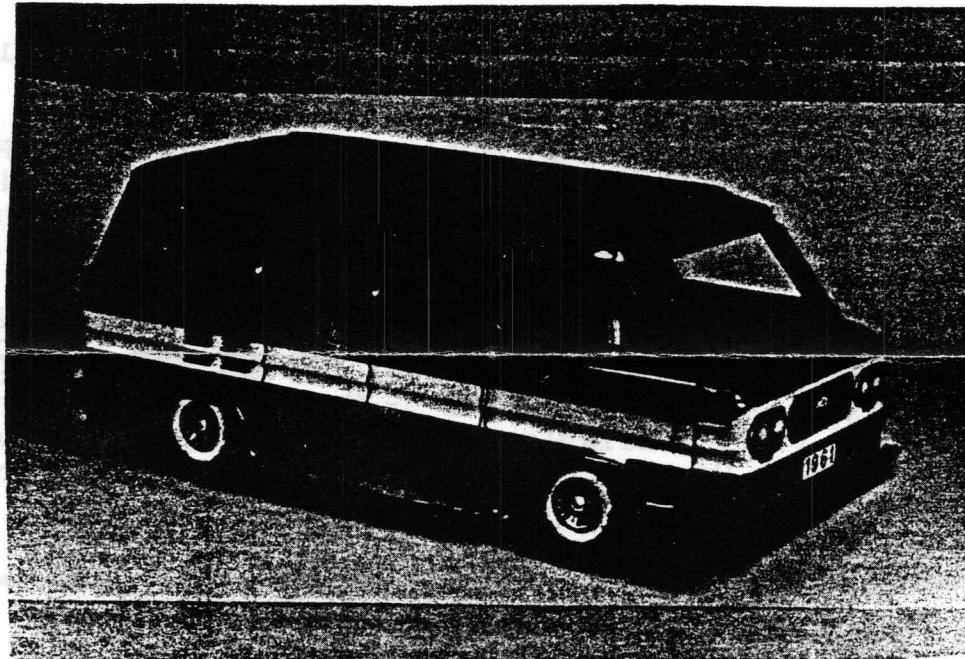
NEXT MEETING: January 27, 1993

7:30 p.m. NCOA CLUB HOUSE

THE

DRIP LINE

VOL. XVI NO. JANUARY 1993



Patented. Published monthly at the rate of \$6.00 per year by the
Pikes Peak Corvair Club, Inc., 1655 York Street, Suite 100, Greeley, CO 80631.

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Postage paid at Greeley, CO, and at additional mailing offices.

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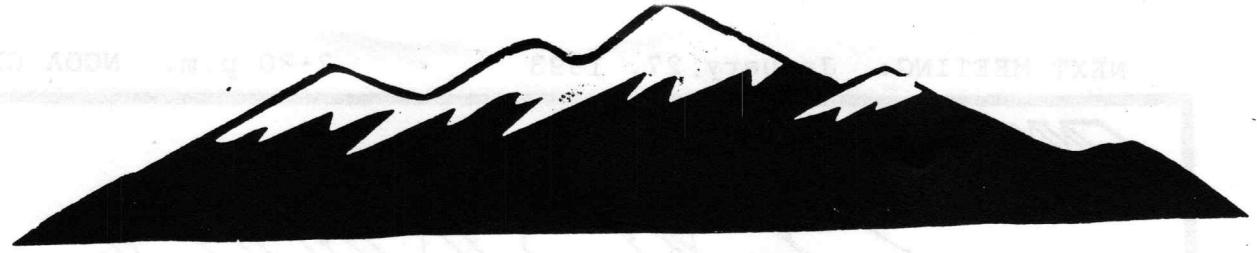
A Publication of:

Pikes Peak Corvair Club, Inc.

A CHAPTER of the

CORVAIR SOCIETY of AMERICA





PIKES PEAK CORVAIR CLUB

OFFICERS

President	Larry Neal	570-9694
Vice President	Bob Feasel	634-7792
Secretary	Ronald Lezon	636-1029
Treasurer	John Koll	593-1928
Member at Large	Ray Schick	392-8224
I.C.C.C. Representative	Walter Hundertmark	685-9495
Drip-Line Editor	Bob Wenc1	598-6507
Membership	Ben Benzel	598-6886

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

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Classified ads are free to members. Business card sized ads advertising business services of both members and non-members is ~~\$2.50~~ per month. To save time and money, advertisers should send in ~~\$15.00~~ for six months or ~~\$30~~ for one year of advertising. Larger ad rates available on request. Send your advertising check to Pikes Peak Corvair Club, Inc., P.O. Box 15034, Colorado Springs, CO 80935.

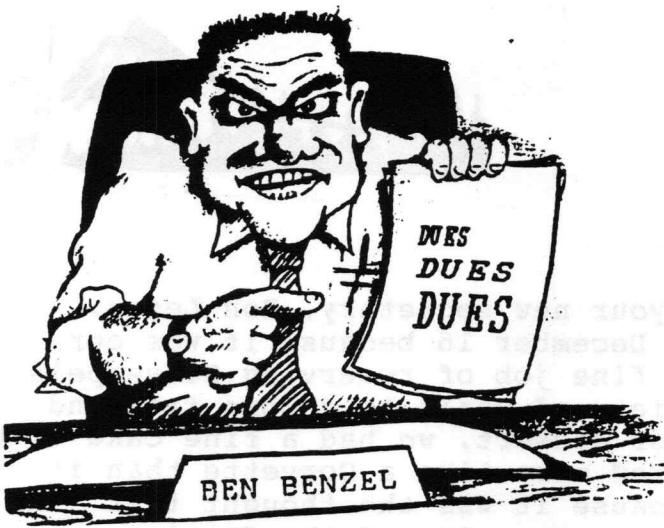
NOTES FROM THE PAST PREZ

This the last month for me to write something. Starting out 1993 will be Larry Neal's turn. He is your new President along with Bob Feasel, Vice President, Ron Lezon, Secretary and John Koll will remain as Treasurer.

Ben Benzel will remain in charge of membership and Bob Wenc1 has consented to do the newsletter for a while longer.

I would like to take this opportunity to thank each and every member for their participation in the meetings and events. Some of you do not attend very often and others are there every time but all of you are important and do count. I have enjoyed the time as President and you will continue to see both Ruth and I at the meetings and events.

--Steve



BEN BENZEL



BOB'S SMALL ENGINE REPAIR

2 and 4 Cycle
Mowers, Chainsaws, etc.

Bob Feasel
209 N. Institute
Colorado Springs, CO 80903



634-7792

NEW CATALOGS

CLARK'S CORVAIR and THE CORVAIR BOOK FROM WALLS are available from John Koll at very reasonable prices. For a catalog, see our Treasurer John Koll at the next meeting. Also ask him about our club decals and patches.



MEMBERSHIP

The following named members have dues now due or past due. We value your membership in the Pikes Peak Corvair Club. The \$10.0 per year dues can be mailed to Pikes Peak Corvair Club Inc., P.O. Box 15034, Colorado Springs, CO 80935. Please call Ben Benzel at 598-6886 if you have a question.

Steve Goodman	1/93
*Albert Hilbert	12/93
*Evelyn Jean	11/92
Art Luque	1/93
Terry McKenna	1/93
*Marion Phillips	11/92
Richard Sierka	1/93
*Lloyd Strode	11/92

*Final Notice--Final Publication--
PLEASE RENEW!!



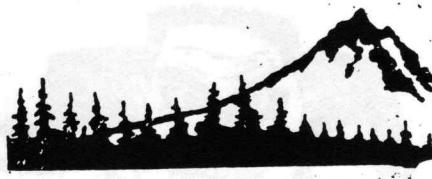
We want to welcome Ronald & Brenda Reece who reside at 4036 Colony Hills Circle, Colo. Springs, CO 80906, phone 390-7640. They own a 62 Monza Coupe.

Also welcome to Bob & Nita Strum who reside at 3113 Dent Ave, Colo. Springs, CO 80904, phone 634-2562. They do NOT own a Corvair but are searching for a fine machine. We thank you for joining our fine club and hope to see you. Become involved!!

--Ben

SMILE

The thing that goes the farthest towards making life worth while, that costs the least and does the most is just a pleasant smile. It's full of worth and goodness, too, with genial kindness blend. It's worth a million dollars, and it doesn't cost a cent.



SECRETARY'S REPORT

Hi! This is the first report from your new secretary, Ron Lezon. We had a rather informal meeting on December 16 because it was our annual Christmas Party. Walt did a fine job of reserving Giuseppe's Old Depot Restaurant. We had a variety of meals to choose from and everyone, I'm sure, was stuffed. For dessert, we had a fine cake with a red car racing away! Only it looked more like a Corvette than it did a Corvair, but that was okay because it was the thought that counts. After cake, we exchanged presents. One of the funnier presents was the pair of nude mugs and the calendar of Cindi and Sandy was also a hit.

We held our elections and our new President is Larry Neal, Vice President is Bob Feasel, Secretary is Ron Lezon, and Treasurer is John Kroll. Steve made a nice speech and thanked everyone for all the support he has gotten over the years. We appreciated Steve's efforts and work for the club.

Respectfully

Ronald Lezon



FOR SALE: Beautiful restored 1964 Monza sedan, 110 HP, powerglide, ready to roll. Call Norm Hoffman at 636-3180

WANTED: Decent 65-69 front bumper. No plating job please. Call Marsh Hesler (303) 586-8081 (Estes Park).

WANTED: WOMAN with 4x4 vehicle, boat & motor, who can dig worms, cut bait and cook. Send photo of boat & motor.

CORVAIRS BY THE ACRE

The Corvair's low power, compared to other compacts, had probably doomed it before Nader. By the mid-1960s the compact market had split into the buyers of cars like the nonsense Chevy II and the more fun-loving patrons of Lee Iacocca's Ford Mustang. The

car continued in production through the 1969 model year. The last Cor, an Olympic Gold Monza, rolled off the production line at Chevy's Willow Run plant on May 14, 1969.

It took more than a decade for the car buffs to rehabilitate the Cor. An early fan, Fulton Floyd of Loris, South Carolina, owns fifty-two Corvairs, many of which he picked up in the early 1970s for a couple of hundred dollars apiece. For years, he has driven a Corvair every day, choosing each morning either a '65 sedan with air or a '66 turbo convertible or the latest Corvair he's restored. Floyd owns more Corvairs than anyone he knows of, and he's planning to hang on to all of them. When the Corsa folks get together for their annual conventions, however, stories circulate of some fellow in Ohio with more than a hundred "under cover," or the guy in Louisiana who totals his by the acre.

Floyd's Corvairs all date from 1965 or later. Beginning with the 1965 model year, the car was restyled. These "Series II" Corvairs, reflecting the influence of Italian Pininfarina and Ghia designs, are some of the loveliest of 1960s machines, with more rounded contours and a slim, graceful version of the rear "hips" that, in exaggerated form, were to dominate auto design in the late 1960s and early 1970s. The finest may be the 1966 Monza, although some argue for the turbocharged 1962 Monza Spyder with Kelsey-Hayes wire wheels (of which only four hundred sets were produced).

The waning of the energy crunch made collectors begin to look anew at all 1960s cars,

and the Corvair's oddities would always have attracted interest. But the true boosters seem to have taken up the car's cause chiefly because they think it got a raw deal. In their telling, it always figures as one of the most important cars of all time, the abandoned model, the road not taken.

"You can't buy a new car today," swears French Lewis, "for anywhere near the money, that's as good as an old Corvair." —Phil Patton



CHRISTMAS PARTY

Twenty-nine members attended the party held at Giuseppe's Depot on December 16. The food and service were very good. After the election, the gift exchange/swap was held. Hopefully everyone got something they will enjoy. Thank you Walt for doing the legwork for the party.

REPORT ON FAN BELT TOSS

As most of you know, the Great Western Fan Belt Toss and Swap Meet has been around for a number of years, 14 or 15 by my count. It is held at the best time of the year--fall. The temps are great in Southern California, this year was no exception. Next year the meet will be back in Palm Springs.

If I had to find a negative about going there it would be the price of gas in the LA area. The highest was 2.09 (full serve premium). Actually there is one more negative, coming back to Denver and cold and snow constantly since.

THANKS

One last chance to say thank you to Marcia Shuck (past VP) Judy Carroway (past secretary) Cindy Hupp (outgoing secretary) Larry Neal (outgoing VP) Walt Hundertmark (past OCC rep and still representing us in the New Southern Council) Ben Benzel who tirelessly recruits new members and helps with the DRIPLINE and helps with NCO Club events, John Koll who has been watching our money for years, and Bob and Wanda Wencel who have the hardest job of all, editing the DRIPLINE.

I and all other members appreciate your hard work and devotion.

--Steve G.

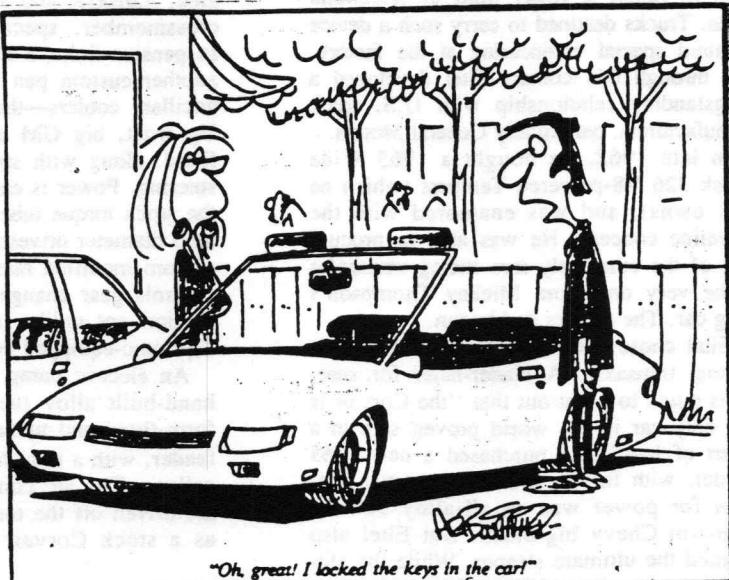
Horse vs. Auto

As a vehicle for courtship and romance, did the horse and buggy have any advantages over the automobile?

Yes: Horsepower that knew the way home. If on a familiar road, a rural Romeo could tie the reins lightly about the whip-socket, and expect Dobbin to maintain a steady clippity-clop down the middle of the road. And two hands then, as now, were better than one.

Moreover, some of the buggies, especially those equipped with canvas tops, side curtains, cushions and comforters, could be cozy; and none were encumbered with bucket seats, gear shifts, consoles, and other Berlin-Wall-type features that keep couples apart in modern cars.

But the horedrawn conveyances had disadvantages. The buggy admitted mosquitoes in the summer and cold in the winter, and the horse sometimes made noises incompatible with romance. Efforts were made to have horses push, rather than pull buggies, but none proved successful.



"Oh, great! I locked the keys in the car!"

San Diego-Vairmail



lassifying Jay Eitel's Jaguar V12-powered Corvair as a "car with an engine swap" would be somewhat akin to labeling the Space Shuttle Endeavor "a light aircraft." So unusual is the concept, so complete the re-engineering, so inspiring is the workmanship and execution that mere pleated descriptions and stereotyping simply don't apply here.

In the classical sense, Eitel is an engineer. In reality, he is much more: design engineer, hot rodder, racer, fabricator, welder and machinist par excellence—a "car guy" if there ever was one. Surprising though it may seem, both the engine and the body are but ancillary elements to the real inspiration behind this, his incredible Corvair.

The project really began with a transaxle.

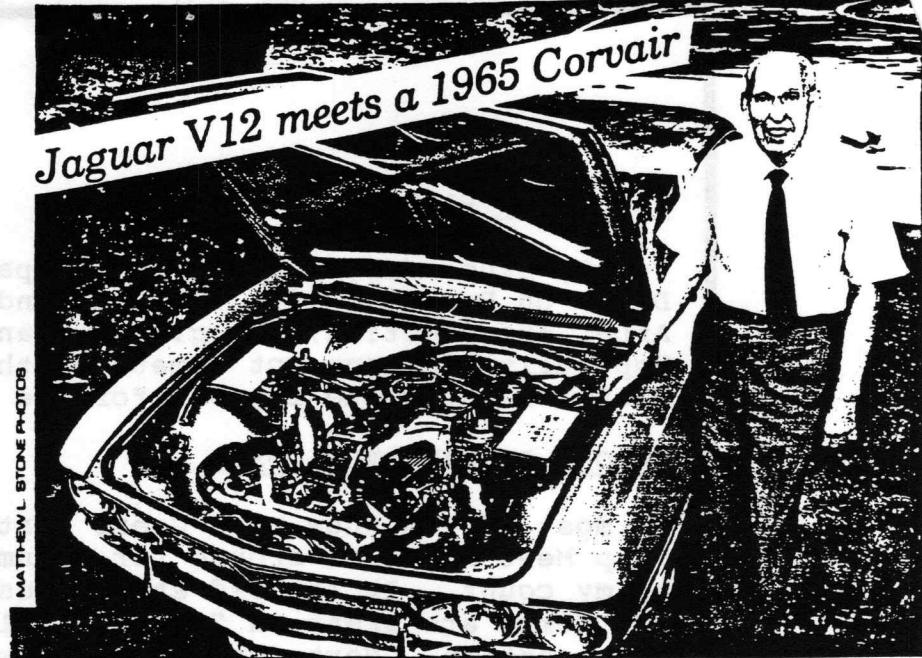
In 1961, Pontiac brought out its new Tempest compact line of cars, the main focus of which was its rear-mounted transaxles. Available in three- or four-speed manual, as well as a two-speed automatic, the goal of the unique driveline was to achieve a 50/50 weight distribution. Power was carried from the engine through a $\frac{3}{4}$ -inch diameter driveshaft that was encased in an updated version of a torque tube. A four-inch bow in the shaft allowed mounting without the use of U-joints, and the transaxle connected to half-shafts, providing not only the desired weight balance, but independent suspension as well.

By early 1963, Pontiac began racing the new driveline, and built approximately a dozen 421-powered "LeMans" racers (half of which were station wagons!). It was much like Ford's Thunderbolt program ("Escape Road," AW, Mar. 20, '89), which put a big-block V8 in a lightweight version of the Fairlane. These Pontiacs carried special four-speed automatic transaxles. They so dominated their class that they were ultimately outlawed. The racing ban of the early 1960s ended the hot Poncho after only a few years, but many wins.

Eitel's stock-in-trade was industrial truck-mounted "cherry pickers," those hydraulic crane-type devices used to lift a serviceman to repair a street light or telephone cable. Trucks destined to carry such a device required special engineering at the factory, and through this contact Eitel developed a longstanding relationship with U.S. truck manufacturers, particularly General Motors.

In late 1962, he bought a 1963 Wide Track 326 V8-powered Tempest (which he still owns), and was enamored with the driveline concept. He was able to procure one of the extremely rare racing transaxles—the very one from Mickey Thompson's drag car. The project had begun.

Eitel chose a Corvair as a home for his special transaxle. A Nader-hater for sure, he is quick to point out that "the Corvair is the only car in the world proven safe in a court of law." He purchased a new 1965 model, with factory a/c. The original concept for power was an all-alloy 500-cid Can-Am Chevy big-block. But Eitel also wanted the ultimate sleeper. While the alu-



minimum "Rat" would have certainly met the power needs, it wouldn't have sounded anything like a stock Corvair.

When Jaguar came out with its V12 in 1970, Jay knew it would be the engine of choice—light, lots of cams and valves, and with the right exhaust, a six-cylinder sound could be obtained. Mock-up work was done on a boneyard Corvair.

Most Corvair engine swaps involve a rear- or mid-engine installation, but by mounting the V12 up front, with the transaxle, radiators, starter, generator, air-conditioning compressor and gas tanks in back, Eitel achieved a 48/52 weight distribution. The "CorJag" as you might call it, tips the scales at about 3350 pounds. There are certainly no bolt-in swap kits available for this one; virtually everything needed to accomplish the job was fabricated by the owner, in his own home shop. Eitel estimates he's invested about three years' work (at 40 hours a week) in the car.

Major re-engineering abounds: custom mounts for the engine, transaxle and suspension, an all-new crossmember, specially fabricated upper suspension links, a 10-quart engine oil pan, another custom pan for the transaxle with ancillary coolers—the list goes on and on. Up front, big GM disc brakes have been fitted, along with specially adapted power steering. Power is carried rearward through the stock torque tube and a later model $\frac{3}{4}$ -inch diameter driveshaft to the transaxle. A custom modified ratchet-style B&M shifter controls gear changes in manual-automatic fashion not unlike the manual mode of a Tiptronic-equipped Porsche.

An electric pump draws fuel from three hand-built alloy fuel tanks, two of them form-fitted and tucked inside the right-rear fender, with a total fuel capacity of over 30 gallons. The a/c compressor and alternator are driven off the torque converter, as well as a stock Corvair fan, which not only

works to circulate air amongst the two specially fabricated radiators, but adds to the stocker illusion by producing Corvairish noises from the rear of a front-engined car. All workmanship is race quality.

It takes a sharp eye to notice anything unusual about the car at first glance. One might notice the 14-inch wheels holding stock 13-inch hubcaps (via specially made fixtures), but there are none of the grilles, gills or scoops so typical of lesser cars that have undergone major surgery. The engine, radiators and all the hardware are tucked neatly within the original bodywork.

Even running, it sounds deceptively original. Only when the accelerator is floored will the Jag make its presence known. The four K&N-filtered carbs just howl, and this innocent-appearing Corvair is off to the races. The V12's low-end torque, plus the multiplication effect from the rear-mounted torque converter, allow for third-gear take-offs with ease.

The interior is virtually stock, save for a CD player, and a set of ancillary gauges mounted on a plate hidden in the glove box. At highway speeds, the car hums along smoothly, the factory a/c blowing cold.

When asked why he did the car, Eitel jokingly quips, "To answer that question, you would probably need to consult a psychiatrist." He also emphatically, yet enthusiastically, points out that the car is merely in Phase I. Phase II calls for a new engine—the next-generation V12 will employ Buick GNX-derived sequential fuel injection and distributorless ignition, a stroker crank spinning Chevrolet racing rods and forged pistons, as well as stainless-steel headers and exhaust system. Other pending mods include power brakes, a redo of the rear suspension to incorporate the latest Corvette IRS pieces—and who knows what else.

Eitel wants to write a proper technical paper on the car when it's completed, but in the same breath admits it will never be finished. If it is ever done, Eitel claims to have "about 200 years worth of other projects to work on." We hope he can complete each and every one of them. ■

CONTRACT FOR EXHIBIT SPACE
(303)438-1548

SATURDAY & SUNDAY

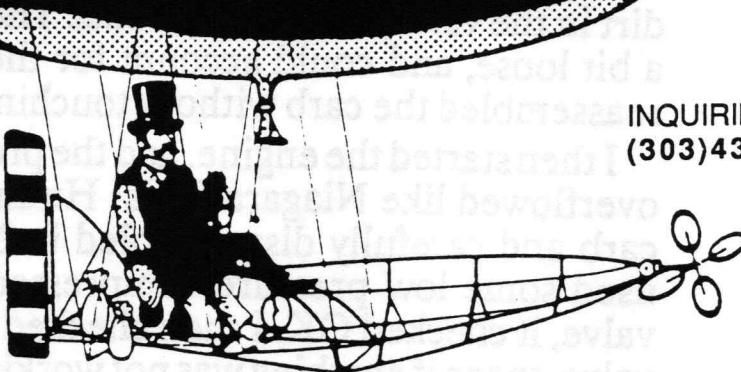
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OF WEATHER



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- 1 FREE PASS FOR EVERY \$15.00 SPENT ON SPACE
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ADDRESS _____ CITY _____ STATE _____ ZIP _____

PHONE — HOME _____ PHONE — BUSINESS _____

CIRCLE ONE

SPACE SIZE REQUIRED:	10'x10' - \$20.00	10'x20' - \$35.00	10'x30' - \$50.00	10'x40' - \$65.00
	10'x50' - \$80.00	10'x60' - \$95.00	10'x70' - \$110.00	10'x80' - \$125.00

NO SPACE HELD WITHOUT PAYMENT IN FULL.

SIGN

PLEASE SIGN & SEND PAYMENT IN FULL WITH CONTRACT TO:

TRI-STATE SWAP MEET
6110 NO. HURON
DENVER, COLORADO 80221

(OVER) 6

INQUIRIES CALL
(303)438-1548

The Case of the Flooding Carburetor

I received a call from one of our members that their car was not running properly, and was hard to start. I expected to see a dead or low battery, and maybe points that had worn and were closed up. I discovered that the left hand carburetor had been overflowing for some time and was getting worse. The car indeed had a dead battery, most likely from prolonged cranking to get the car started due to the flooding. The Corvair started right up after a jump, but would not run smoothly. I looked down the venturi of the carbs and found that the left carb was indeed flooding over and was causing the engine to run poorly.

I removed the carb and expected to find a loose float shutoff valve, dirt in the valve, or binding floats. The shutoff valve seat was indeed a bit loose, and could account for the flooding. I then cleaned and reassembled the carb without touching any adjustments.

I then started the engine, and the problem was even worse. The fuel overflowed like Niagara Falls! Hmm... now what? I removed the carb and carefully disassembled it. Nothing looked out of place. I used some low pressure compressed air to check the fuel shutoff valve, it checked OK. I then checked the action of the floats and the valve, to see if anything was not working correctly. I found the culprit, when the float would drop down, causing the needle to drop away from the seat. Occasionally, the needle would drop enough to tip sideways. When it would do this, it would jam sideways in the bore of the seat, not allowing the float to rise. This would cause the valve to remain in the full open position, with little chance to close. This would explain the profuse quantity of fuel pouring down the carburetor. I checked the float drop with the specified value listed in the Corvair Shop Manual. The drop was within 1/16th of an inch of the specified value. I decreased the drop by about 3/16ths of an inch, so that the needle would not drop quite so far out of the seat. I could not make the needle jam in the open position with this new adjustment.

The carburetor was re-assembled and installed on the engine. The Corvair then ran smoothly without a problem. The Corvair has been used several times since this service, and has shown no additional problems.

I would advise anyone rebuilding their carburetors to carefully examine the operation of the needle and seat to be sure that you don't have a similar problem. The consequences can be an engine fire that could total your restoration project.

Brian Dierks

REPRINTED FROM COLUMBIA BASIN CORVAIRS "VAIR VIEWS"

and borrowed from Enchanted Corvairs Newsletter

NEXT MEETING: February 24, 1993

7:30 p.m. NCOA CLUB HOUSE

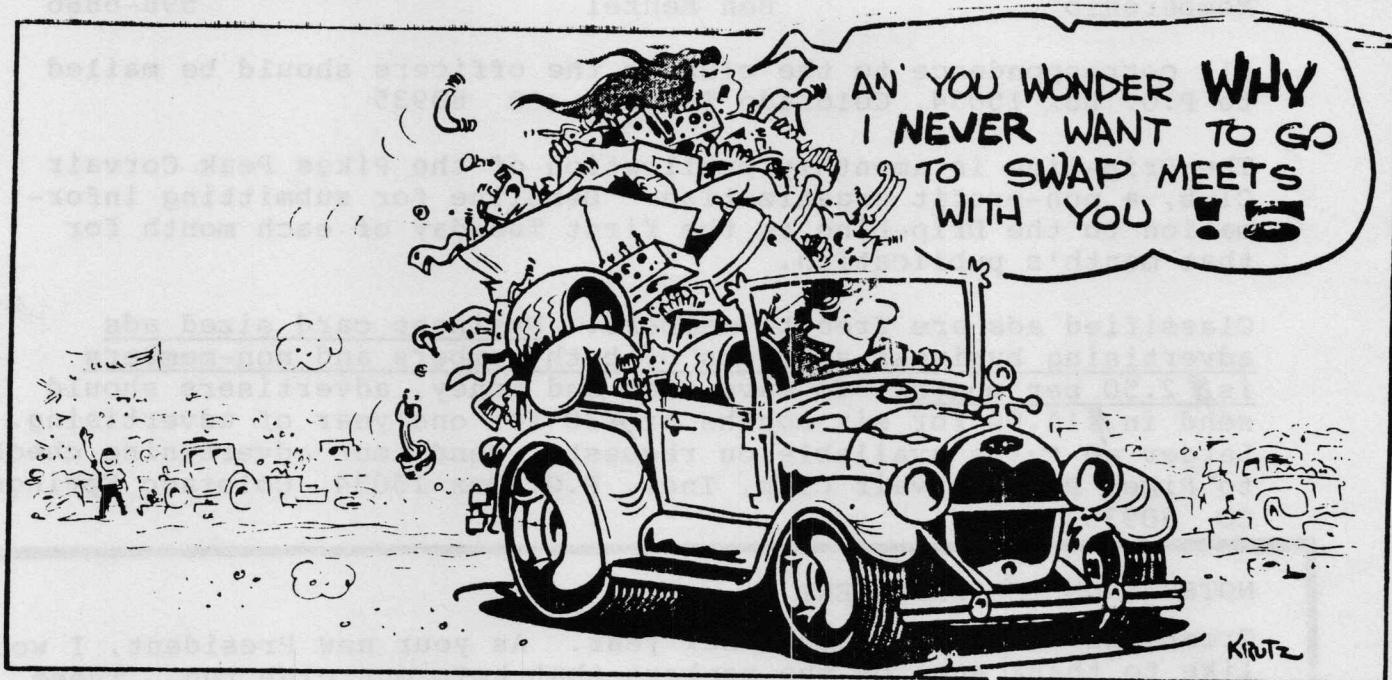
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NOTES FROM THE PRESIDENT

Greetings to everyone this new year. As your new President, I would like to thank some of the members that help our club run. These include Ben Benzel, whose tireless efforts at recruitment swell our ranks monthly and keeps us warm and cozy at the NCOA club house, John Koll for continuing to watch our treasury, Bob Wenc1 for publishing our excellent newsletter, Walt Hundertmark for keeping us informed on state club issues, and last but not least the outgoing officers in Pres. Steve Goodman, VP Larry Neal, and Sec. Cindy Hupp who all help keep the club moving. Also I want to extend a special thanks to Ruth Goodman and the other wives who bring the goodies each week. Finally thanks to everyone who volunteered to stand in as new officers.

On a different plane, I have some ideas for weekend activities this summer, such as tech talks, fun runs (in cars of course), etc.. I would also like to hear from our members as to what you would support or like to see us do. After all we are in this for fun!

--Larry N.

MEMBERSHIP

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Jessie Barnett	2/93
John Koll	2/93
*Art Luque	1/93
*Terry McKenna	1/93
Ray Schick	2/93
*Richard Sierka	1/93
Dick Shuck	2/93
*Don Vinson	1/93

* This is your final notice. Please consider RENEWAL!!



We want to welcome Marion & Judy Phillips who reside at 69686 ~~4750~~ East, Montrose, CO 81401, phone 303 249-7198

--Ben

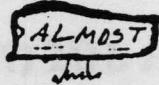
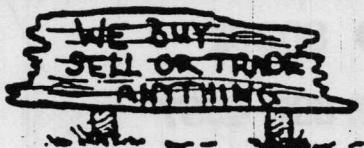
BOB'S SMALL ENGINE REPAIR

2 and 4 Cycle
Mowers, Chainsaws, etc.



634-7792

Bob Feasel
209 N. Institute
Colorado Springs, CO 80903



The speed of the leader determines the pace of the rest of the pack.

Admiral Lindsay's Law: When your draft exceeds the water's depth, you are most assuredly aground!

FOR SALE: 1964 Corvair Monza 2-door, automatic, white with red interior (paint 3 years old), new tires, mags, sunroof, new dash, new carpet, engine sealed and carbs rebuilt by Conley, All mechanical work on car done by either Hank Brown or Conley, 2,500 or best offer.
Call Omar Halverson, 392-9815.

FOR SALE: 1960 engine and a few other parts. Call John 634-6977

AUTO SWAP MEET

AND FLEA MARKET

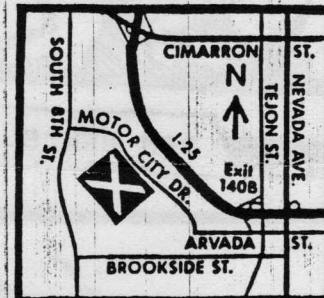
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SUNDAY, MARCH 7, 1993

PHIL LONG FORD

1212 MOTOR CITY DRIVE,

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CAR SPACE: \$15.00 IN ADVANCE

\$ 3.00 EXTRA AT THE GATE

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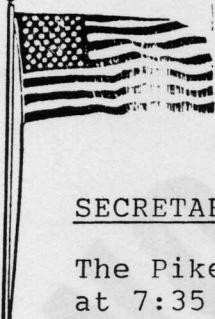
OR CALL: DEAN (719) 596-7559 OR JIM (719) 635-4987

MOVE IN TIME: 4:00 PM TO 8:00 PM SATURDAY

5:30 AM TO 7:30 AM SUNDAY

NO VENDOR SET UP AFTER 7:30 AM

NO MOVE OUT UNTIL 4:00 PM



SECRETARY'S REPORT

The Pikes Peak Corvair Club was called to order January 27, 1993 at 7:35 p.m. by President Larry Neal. There were 16 members present including new members Ron & Brenda Reese, who have a 62 Monza and Gary and Branden Fox, who own a Corvair-powered Volkswagen.

The minutes of the last meeting stand.

TREASURER'S REPORT

There was no report as John Koll was absent.

OLD BUSINESS

Walt said that there is a Classic Chevy Club in Denver selling little red 55-57 Chevy cars for collector plates, which is the same idea that he had for Corvairs. We as a club could still sell Corvair cars for our plates.

ICC REPORT

Walt reported on a few car shows and swap meets in the next few months.

1. Feb. 19-21 - Mega Mart has their annual car and motorcycle show and swap meet.
2. March 7 - Classic Chevys has a swap meet.
3. March 11-14 - Tri-state in Denver.
4. June 5-6 - Annual OCC Swap meet.
5. June 11, 12, 13 - Tri-State Meet in Alamosa.

The meeting was adjourned at 8 p.m. with door prizes to follow and of course, thanks to Ruth Goodman for the great cake and snacks.

Respectfully submitted,

Ron Lezon

NEW CATALOGS: Clark's Corvair and The Corvair Book from Walls are available from the Club at reduced prices. For a catalog, see our Treasurer John Koll at the next meeting. Also, ask him about our club decals and patches.



THE SHOW OF SHOWS!

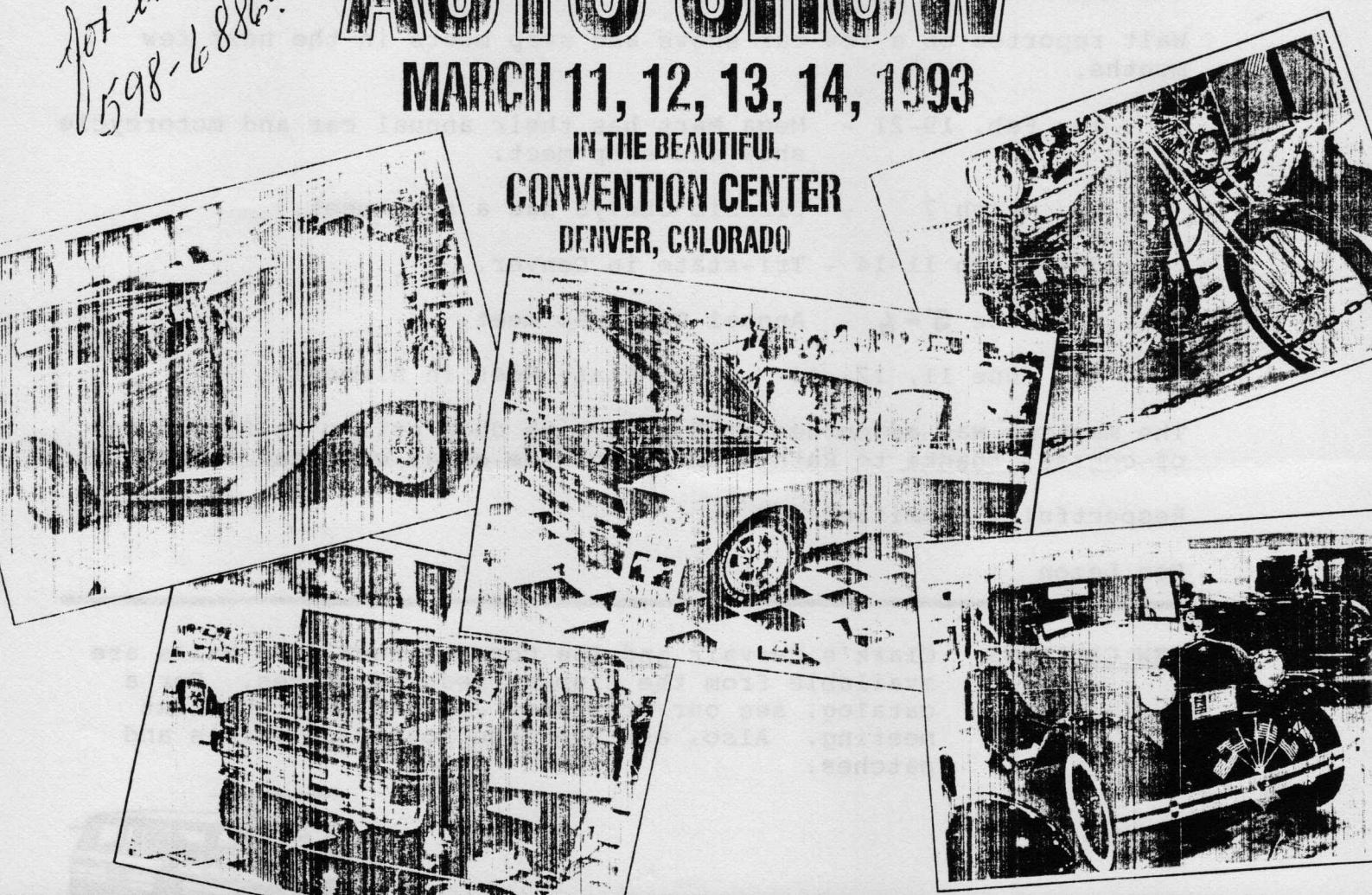
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MARCH 11, 12, 13, 14, 1993

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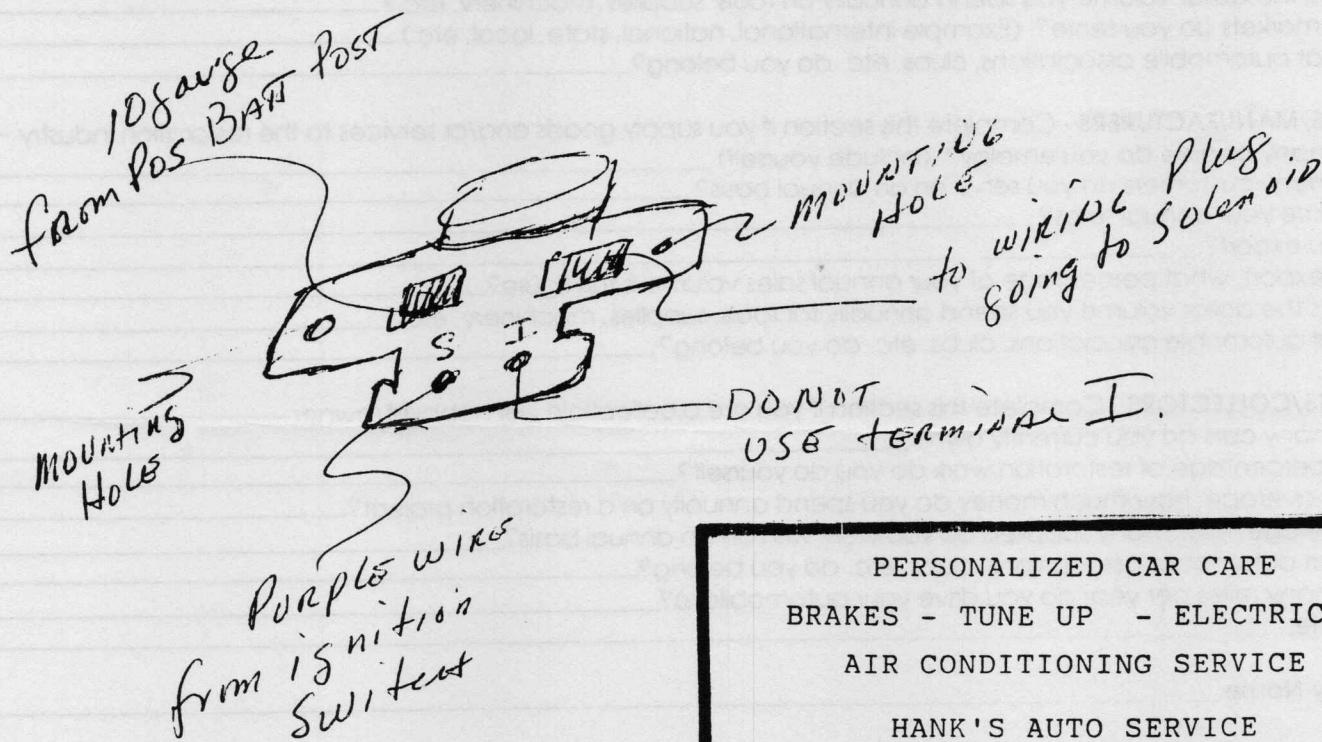
Get your entry in early for the 36th Annual Show. Save money — see details inside.

STARTER FAILURES By Steve Goodman

At the January meeting the problem of starter failures were talked about. The gist of the problem was that the battery was good, starter was good, connections were good. This is presumed because almost all the time the starter would function just fine but once in a while complete failure. Given a few minutes the starter will most generally work, sometimes a jump was needed but the battery should be considered good because it works the rest of the time.

The typical problem incurred by VW owners since the beginning and sometimes affecting Corvair owners too, resistance buildup in the wires between the battery to ignition switch and back to the starter. The cure is pretty simple and inexpensive, using a Ford part.

The purple 10ga wire coming from the ignition switch to the starter solenoid is the usual culprit. Find this wire in the two wire harness in the engine compartment. From the parts store obtain a Ford starter solenoid. Mount the solenoid on the bulkhead above where the fuel line and battery cable passes through the engine shrouding. Follow the wiring diagram below. The theory of this is that the purple wire energizes the solenoid and voltage from the battery is passed directly to the starter solenoid, not following the long path to the front of the car and back again.



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THIS IS AN IMMEDIATE & URGENT CALL TO ACTION!

At a legislative alert meeting held at CAR EXPO '92 on August 11 at the Reno Hilton, 200 meeting attendees heard some alarming news

Guidelines currently being written by the Environmental Protection Agency threaten the existence of the restoration industry. The National Energy Policy Act, which will be completed for publication and review in October of this year, now contains suggestions detrimental to our industry, including federal regulations to promote "retirement" of older cars. If this federal Act is passed as worded, individual states will be required to comply by 1993 or lose federal funding. This could mean the end of the restoration industry!

WE MUST reach the EPA while the Act is being written, instead of after. Both the EPA and federal and state legislators need to be made aware of the size and economic impact of the restoration industry. WE MUST ACT NOW!

The first step is to measure the considerable size and the economic impact of all areas of the restoration industry - the professional restorers, the manufacturers and suppliers, and the hobbyists. Complete the following survey ASAP.

Concurrently, a "President's Council" meeting has been set for Saturday, October 17 at the Westin O'Hare in centrally located Chicago. Car Club Presidents, other restoration organizations, and state councils are urged to attend. Call 1-800-CARS-166 for more information.

Return this survey to Restoration Industry Legislative Coalition, 10400 Roberts Road, Palos Hills, IL 60465, or FAX (708)598-4888. Complete only the sections of the survey that apply to you. If you need more surveys, call 1-800-CARS-166. Again, RESPOND QUICKLY! All answers will be kept in strict confidence, and used for the purpose of presenting statistical industry information to lawmakers.

PROFESSIONAL RESTORERS - Complete this section if you make your living restoring automobiles

1. How many people do you employ? (include yourself) _____
2. How many customers do you serve on an annual basis? _____
3. What are your annual sales? _____
4. How many jobs do you complete per year? (Example: 12 cars, 3 engines, 5 upholstery jobs, etc.) _____
5. What is the dollar volume you spend annually on tools, supplies, machinery, etc.? _____
6. What markets do you serve? (Example international, national, state, local, etc.) _____
7. To what automobile associations, clubs, etc. do you belong? _____

SUPPLIERS/MANUFACTURERS - Complete this section if you supply goods and/or services to the restoration industry

1. How many people do you employ? (include yourself) _____
2. How many customers do you serve on an annual basis? _____
3. What are your annual sales? _____
4. Do you export? _____
5. If you export, what percentage of your annual sales volume is this figure? _____
6. What is the dollar volume you spend annually for tools, supplies, machinery, etc.? _____
7. To what automobile associations, clubs, etc. do you belong? _____

HOBBYISTS/COLLECTORS - Complete this section if you are a collectible car hobbyist/owner

1. How many cars do you currently own? _____
2. What percentage of restoration work do you do yourself? _____
3. On an average, how much money do you spend annually on a restoration project? _____
4. On average, how many suppliers do you work with on an annual basis? _____
5. To what automobile associations, clubs, etc. do you belong? _____
6. How many miles per year do you drive your automobile(s)? _____

Your Name _____

Company Name _____

Address _____

City, State, Zip _____

Phone Number _____ FAX Number _____

Mail or FAX to Restoration Industry Legislative Coalition, 10400 Roberts Road, Palos Hills, IL 60465 - Call CAR EXPO at 1-800-CARS-166. FAX (708)598-4888.



BIRTHDAYS

FEBRUARY

4 - Omar Halverson
 18 - Julie Peed
 23 - Bob Feasel
 26 - Brenda Ramlo
 29 - Don Vinson

MARCH

3 - George Hupp
 10 - Ellen Fisher
 20 - Norman Hoffman
 23 - Bettie Jo Benzel
 24 - Nye Schick

TECH TIP: Differentials/Transmissions By Larry Neal

Remember to check the fluid level in your differential this year!

The lack of this simple check has sidelined many Corvairs, as I can attest to, having purchased or helped fix many with bad Diffs. If you want to do it yourself, follow the instructions in your Chevy Shop Manual, or take your vehicle to a good mechanic and have them do it. The differential you save may be your own! It is an easy check and could save you much trouble in the long run.

Automobile Emissions FACTS #1 (From the Colorado Old Car Council)

- 95% of the cars on the road are less than 20 years old. Source US EPA.
- Dyno tests will affect only newer cars (after 84-86 model years). This is because the computer controlled pollution devices on these cars can fool the current sniffer test even though a car may be a heavy polluter. Source: Colorado Dept of Health, Mike O'Toole.
- There will likely be no change in the pollution requirements for cars older than 84-86. The current sniffer test is quite adequate for them. Source: Colorado Dept of Health, Mike O'Toole.
- When they start to pollute due to mechanical failure, newer cars pollute several times worse than older cars. Source: Colorado Dept of Health, Mike O'Toole.
- About 50% of Denver's hydro carbon pollution comes from stationary sources like refineries and other industrial sources. It costs 10 times more to clean up their pollution than to fix automobile pollutants. Source Colorado Dept of Health, Mike O'Toole.
- Oxy fuels reduce gas mileage, raise user costs, and can add to the pollution problem. Source: Bob Tone, Chairman, OCC Governmental Relations Committee.
- The Colorado Old Car Council is quite interested in Dr. Stedman's on the road testing process and will be providing information in a future fact sheet.

Our sympathies to Wanda Wencel
 on the death of her father,
 A. C. Rodman. He passed
 away in Iowa on December 31
 at the age of 88.

How Chevy Got Its Bow-Tie

When the first Chevrolet hit the market in 1912, it lacked its now world-famous insignia, commonly referred to as the "bow-tie."

We know that it was a W.C. Durant inspiration. Exactly where he got it is not so certain. According to Durant, he had been carrying the idea around in his head for "a long time." With the fast-moving Durant, anything over an hour would have fitted that time frame.

Durant's explanation of where he got it depended on to whom he was telling the story.

The Paris hotel version was his favorite and the one he told most frequently. It was explained the romantic story, the motif on the wallpaper of a hotel suite he was staying in. It struck him instantly and he tore off a piece and put it in his wallet.

His widow remembered the bow-tie's genesis quite differently. She said her husband spotted the design in the rotogravure section of a Sunday newspaper he was reading in Hot Springs, Va.

In either event, Durant was very pleased with it.



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TIPS ON PRIMARY CARBURETOR ADJUSTMENTS

by CORVAIR ASSISTANCE

The primary Corvair carburetors have an unusual idling circuit. The throttle valves have a small notch on one side (early carbs did not have the notch). With the throttle valve [closed], the notch is positioned over a small vertical slot in the side of the throat. The air rushing by this opening draws fuel from it to operate the engine at idle speeds. As you increase the idle speed [by turning "in" the curb idle adjusting screw], the edge of the throttle valve moves upward and exposes ever more area of the slot to the airflow. This action roughly matches idle speed to fuel needs. The final mixture adjustment is made by the idle mixture screw, [which] empties fuel lower down [the throat] in a high vacuum area. You may sometimes find that, as you raise the idle RPM [with the curb idle adjustment], the idle mixture screw will eventually become fully seated [as you attempt to lean the mixture, and no further leaning is possible]. One fix is to try another carburetor, but after all the overhauling, installing, aligning, etc, you just let it go the way it is!

I have found a way to lean the idle mixture [further], and get the idle mixture screw back into operation. I [use] a [tool made from a] #48 drill bit taped securely to a 12 inch piece of fuel [hard] line. [To assemble the tool] I cut the fuel line in half lengthwise for about ~~an~~ inch, and then [remove one half of the cut length]. This leaves a one inch notch. I wrap a little tape around the shank of the drill, lay it in the notch, then tape it securely to the pipe.

Now, if you look carefully into the throat of a late model carburetor, you can see the base of the fuel [venturi] cluster located on one side of the throat. You will note that there are two air vents on the top of this unit. The tiny one relates to the normal running mixture, while the larger one, which is located by the *long* hold-down screw, vents air into the idle mixture as it makes its way to the idle dispensing well and on into the idle air stream; it is a #48 drill size hole. (Note: early carburetors have two small holes in the same area for the same job).

Using your new tool, push the drill gently into the larger air vent, and enlarge it slightly by moving the flutes of the drill up and down in the hole. It doesn't take much, so *easy does it..* The very tiny soft aluminum shavings should pass through the idle system and not hurt anything. [Ed: * see note]. Remember, it is easy to take metal *out* of a hole, but putting it back is pretty *impossible*. Another way to increase the hole size slightly is to grind a long, pointed taper on a piece of wire or welding rod. You can expand the hole with this tool by placing the tip in the hole and wobbling it around to enlarge it slightly. The very slightly enlarged vent hole will lean the mixture and give back final mixture adjustment to the idle mixture screw.

Borrowed from San Diego Vairmail

You are not finished with your job until the complete air cleaner and associated piping is all back in place, [This plumbing can create] a small drag on the airflow, and enrich the mixture; [i.e., a really dirty air cleaner will cause] the engine to run rich through all power ranges. For a final check, I pop the hose off the choke pulloff [unloader]. This allows a small amount of extra air into the manifold, and will lean the mixture. [Note the engine's reaction to the increased air flow:]

If the idle mixture is perfect, the engine will slow down very slightly

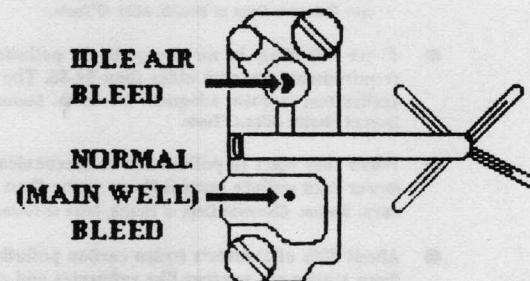
[If the mixture is too lean, the engine will slow down drastically and possibly die]

If the mixture is too rich, the engine will speed up

Keeping these [symptoms] in mind, you can tweek your idle mixture to perfection. This method is also handy to give your idle mixture a quick check at any time - just be sure that the engine is hot enough to have the chokes in their fully open positions, and that the pulloff diaphragms are not already leaking air into the hoses.

The idle mixture can also change by itself if a small amount of dirt alters the flow of the idle needle setting. The main idle outlet is hard to block, because it is large enough to pass most dirt particles; the tiny orificed idle pipe* that meters fuel into the idle system can also get blocked, but this does not seem to happen very often.

ORVILLE ELIASON, ONTARIO, CA



VENTURI CLUSTER

[ED NOTE: * The opening under discussion vents a cross channel in the cluster which serves both the idle passage and the idle pipe. I tried this method with the cluster in place, and found that aluminum shavings fell through and blocked the idle pipe's calibrated orifice, which is directly below the vent. After removal of the cluster, a small diameter needle served to unblock it.

Orville and Dorothy were much in evidence in the Vendor's Room at the CORSA International Convention. In one of his typical generous moves, Orville presented SDCC with a modified #48 drill for performing the venting relief described above - it now resides in the Club Toolcrib. THANKS, ORVILLE!]

SAD BUT TRUE

"Some people run for high public office with thoughts of someday perhaps getting their face on our currency. Others just think of getting their hands on it."

"The man who says his alarm clock never wakes him up can borrow our baby any time."

"You can't take it with you, and with the present value of money it would hardly be worth the trouble any how."

"Of all the things you wear, your expression is the most important."

"Bureaucrat: A guy who can say absolutely nothing and mean it."

"There is no pleasure in having nothing to do. The fun is having lots to do and not doing any of it."

By M. Carp-DAV Zeb Pike Chapter No. 1 "Keep Smiling!"

I don't regret my misspent youth. However, I do wish I had saved some for later.

HEATER PROBLEMS

by MIKE DAWSON, H.A.C.O.A., Kansas City

Time to review heater maintenance: heater/defroster efficiency can diminish slowly and not be noticed. Compare your car with another of the same model. Whoever loses has to go to work. Almost every part needed to bring your heater up to top efficiency is available. The following comprise some of the common and uncommon problems.

Early model and FC owners should know that the "AIR" control is for defrost in warm weather. It actually is non-heated air off of the cooling fan before it goes over the engine. That's the 3" hose you have on the front of the top shroud. For maximum heat, leave that lever UP.

Check the heater "box" to see that the cable actually opens the door completely. Late models are adjustable at that point, since the door can go "over center". Remember that all of the cables are available if you have a bad one.

Early model cars have a diverter door inside the front floor grill to direct air to the defroster. With the defroster lever down, check for air leaks. Replace the foam seal if you can feel air blowing out.

Almost all vent door seals in all vehicles leak. Kits are available to replace them. Check speedometer cable and brake line grommets on the floor. FCs ('61-'63) can benefit by removing the front grill, sealing it tightly, and reinstalling for winter.

Install a newer design higher speed blower motor (AC #15-87) and an all plastic fan cage instead of the metal one with the loose center. Check for rodent nests in the heater "box" while the motor is out.

Many Corvairs have slow blower motor speed because of a ground problem with the heater "box" or the motor mounting. Run a voltage drop test between the motor frame and engine, or simply connect a jumper [between those two points] with the blower motor running. If it speeds up, make it permanent.

No matter how efficient your heater/defroster system works, you will still get fogged up windows if the heater shrouds have holes in them anywhere. High temp RTV seems to work fine even around the manifold exit. Windows will also fog up if your interior is a swamp; use roofing cement or whatever to stop interior leaks.

Disassemble, clean, and lube your heater switches and they will last another 25 years. If you have A/C, you will have a hard time finding a switch if you let it go bad.

Early cars have the blower speed resistor in the right side defrost duct, so don't stick a wire down there. Sometimes pieces of foam from the heater "box" stick on the coils, and smoke if you are using the low speeds.

Check the exhaust system!! A gaseous rich smell that seems to go away when the car warms up is a deadly leak: a cracked manifold, bad packing, or blown head gasket. Tail pipes must exit from under the car, or the exhaust gets into the heater.

Borrowed from San Diego Vairma

WRECKMASTERS

BODY & FRAME

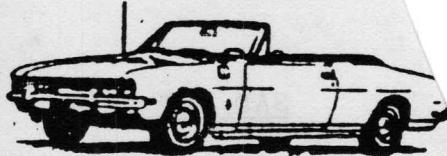


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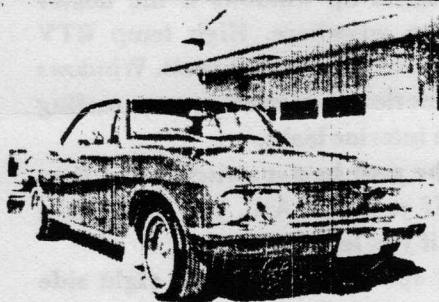
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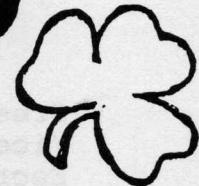
THE

DRIP LINE



VOL. XVI

NO. MARCH 1993



We called in our reservations to the Sunday Brunch and March membership meeting at the AFA NCO Club on March 14 at 10 a.m.

See page 2 for complete details and then call in your reservations for this fun event. Your family will love this event.

A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA





PIKES PEAK CORVAIR CLUB

OFFICERS

President	Larry Neal	570-9694
Vice President	Bob Feasel	634-7792
Secretary	Ronald Lezon	636-1029
Treasurer	John Koll	593-1928
Member at Large	Ray Schick	392-8224
I.C.C.C. Representative	Walter Hundertmark	685-9495
Drip-Line Editor	Bob Wencel	598-6507
Membership	Ben Benzel	598-6886

All correspondence to the club or the 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. 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. Business card sized ads advertising business services of both members and non-members is \$2.50 per month. To save time and money, advertisers should send in \$15.00 for six months or \$30 for one year of advertising. Larger ad rates available on request. Send your advertising check to Pikes Peak Corvair Club, Inc., P.O. Box 15034, Colorado Springs, CO 80935.

NOTES FROM THE PRESIDENT

Well, another month goes by and time again for the newsletter! There are many neat things happening this month and in the months to follow. Quite a few auto shows plus club events. I won't be attending any of the March shows as my Corvair is again in its natural state (non-running and being worked on), but hopefully soon I can start showing it around, maybe. The brunch at the NCO club will be in lieu of the regular March meeting. So if you haven't been to a meeting in a while now is a good time to drop on by and see your friends!

ST. PATRICK'S DAY PARADE -- SATURDAY MORNING - MARCH 13

Thanks to Joann Feasel for sending the entry in for the parade in Old Colorado City. The parade starts staging at 11:00 a.m., east on Colorado Avenue between 27th and 17th Street. They would like us there at this time. Our club has been allotted 6 spaces so if you would like to enter your car, contact me at 570-9694.

--Larry



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Bob Feasel
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Colorado Springs, CO 80903

MEMBERSHIP

The following named members have dues now due or past due. We value your membership in the Pikes Peak Corvair Club. The \$10.00 per year dues can be mailed to Pikes Peak Corvair Club Inc., P.O. Box 15034, Colorado Springs, CO 80935. Please call Ben Benzel at 598-6886 if you have a question.

*Jessie Barnett	2/93
Gary Baily	3/93
Jim Block	3/93
Dale Carraway	3/93
Ruth Goodman	3/93
Norman Hoffman	3/93
Walt Hundertmark	3/93
Tom Pluister	3/93
John Rosales	3/93
*Ray Schick	2/93
*Dick Shuck	2/93

* This is your final notice. Please consider RENEWAL NOW!!



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Excellent seats recently reupholstered.
No Driveline parts.

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SUNDAY BRUNCH

It is time again for Sunday brunch. It is 14 March 1993 at the Academy NCO Club at 100:00 a.m. Cost is Adults: \$6.95; Children \$2.95; 4 and under free.

Reservations are required so call the Benzels at 598-6886 at the earliest. Reservations are taken thru 12 March 93. Note the 14th is also our March meeting. So, come on out even if you don't want to eat. -- See yah there!!

--Ben

IF YOU THINK NO ONE IS AS TRUSTING AS THEY ONCE WERE, TRY TO FIND SOMEONE WHO HAS READ HIS INSURANCE POLICIES OR CAR RENTAL CONTRACT COMPLETELY.

From Rocky Mountain Motorist (AAA)

PIKES PEAK CORVAIR CLUB

MINUTES

February 24, 1993 7:30 p.m.

Meeting called to order by president Larry Neal

Minutes of prior meeting approved

Treasurer's report read and approved

Announcement - World on Wheels - Pueblo - 3/19-21 - entry fee \$35 or \$10 if one doesn't wish to join the organization

Brunch - at NCO Club - March 14 at 10:00 a.m. - will also be March meeting

Discussion - President Neal would like to schedule a car activity each month - open for suggestions

Announcement - Tri-State meet in Alamosa on June 11-13

Club Picnic - Discussion - decided to have on August 25 at Clubhouse

Tech Session at Koll's garage - probably May 1 (bring your problems - car, that is!)

Walter Reports -

Auto show at Pikes Peak Community College May 1 - entry fee \$5

Local car council to have monthly ladie's night - March ladies night to be 3/18/93 at Gutherie's Bar and Grill at 6:30

"Shine Time America" - Auto show June 30 adjacent to Bancroft Park - to be in conjunction with lunch stop for Great American Racers - number of entries for each club will be limited - each area car club to receive information packet

St Patricks Day Parade - to be looked into - probably too late to enter as number of parade units is limited

Club thanks Ruth Goodman for the cake

Meeting adjourned

Door prizes and refreshments followed meeting

John K. Koll, temporary secretary



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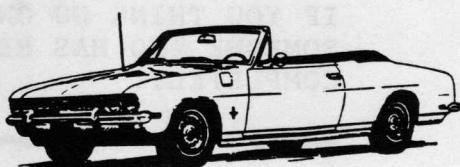
Senior Master Counselor

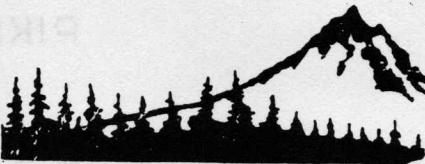
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OVER THE BACK FENCE

By this time, Jim and Lillian Block have probably moved into their new home in Kelseyville, CA. Jim plans to fix up a Corvair station wagon so they should be in parades with the "Any Car Club" out there. We surely miss them in our club. For several years Lillian and Dorothy Malew did such a good job on our club newsletter and Jim helped our club in many ways.

John and Bobbi Koll have a new granddaughter, Tamara Rebekah. She was born Dec. 15th in Nicaragua to Karla and her husband, Javier Bermudez.

Bobbi Koll's mother, Mrs. Lundell, will be celebrating her 90th birthday this month in Durango, CO. We all wish her a Happy Birthday.

One last positive thought

I'd like to add to the recent "Sound Your Horn" response over early use of positive ground. The one reason early automakers and some later heavy truck chassis used positive ground was "cost factor."

The positive cable was always eating away with corrosion, and ruining the copper several inches into those heavy gauge cables. By staying positive ground a short, less expensive copper cable replacement meant savings. Henry Ford was very cost conscious.

I began my auto career in 1948 with the local Ford dealer, Strickland Morrison Ford (1931-1969). My love for old cars grows a little stronger as I see the new "high-tech machines."

OLD CARS & Jack Benton
Sanford, Fla.

Maybe He's Eligible for Food Stamps

Despite being paid \$2.9 million a year, baseball player Jack Clark filed for bankruptcy because of what his lawyer calls "expensive hobbies." According to his Chapter 7 bankruptcy petition, filed in Orange County, Calif., Clark collected some 18 automobiles, several residencies and a drag-racing team while falling \$6.67 million in debt. The erstwhile slugger, who through Aug. 9 was batting .211 with four home runs and 29 runs batted in, blamed his money problems for distracting him from baseball.

Baking soda

If you have a slow drain in the garage, or anywhere else in the house, pour a handful of baking soda down the drain, followed by a pot of boiling water. Baking soda is still the absolute best battery cleaner we know of. And if you are still addicted to nicotine, baking soda will help remove smoking odor. Line your ashtray with a half-inch of baking soda to absorb that noxious smell. To extract the foul odor from your car's carpet, just dump several handfuls of baking soda on the floor, and vacuum it up several hours, or days, later. Baking soda in water can also remove stubborn stains from glass and chrome.

Another common household product, Arm & Hammer Washing Soda, can be used with kerosene - even just hot water - as an effective cooling system cleaner. Drain your car's cooling system and close the petcocks. Add one pound of washing soda to three gallons of hot water. Pour this into your radiator along with enough water to completely fill the system (you can add a quart or two of kerosene if you like). Go for a 20-minute drive, then re-drain the system. Flush well with your garden hose. Remember to never fill a hot engine, so have some other tasks to do since this process, though simple, is time consuming. Finally, refill your cooling system. **Also remember not to use washing soda in any cooling system containing aluminum.** Check your car carefully first. Even some ancient automobiles with cast iron blocks may have optional aluminum high-compression cylinder heads.

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SATURDAY, MAY 1ST, 1993

10:00 a.m. to 5:00 p.m. at PPCC

CAR SHOW*SWAP MEET*CAR CORRAL*VALVE COVER DRAG RACES

Classes: * RESTORED ORIGINAL * STREET MACHINE * CUSTOM *
* TRUCK * MINI'S * STREET ROD * MOTORCYCLE * MUSCLE CAR *
* 4x4 * MODIFIED STOCK * UNRESTORED STOCK * LOW RIDER *
* RACE CAR *

Car Show entry fee is \$5.00 per vehicle. Swap Meet space is \$5.00

Valve Cover Drag entry is \$5.00. 1st 150 cars entered will receive
free dash plaques. Check-in 7:00 to 8:00 a.m.

For more information call: Joe Magnuson at 540-7381,
Wade Knight at 540-7359 or Larry Schneider at 540-7376.

Name _____

Vehicle # _____ Serial # _____

Year _____

Year _____

Address _____

Model _____

Model _____

Make _____

Make _____

Phone _____

Class _____

Class _____

Please check all that apply:

CAR SHOW CAR CORRAL SWAP MEET V/C RACE

Mail this portion with fees to:

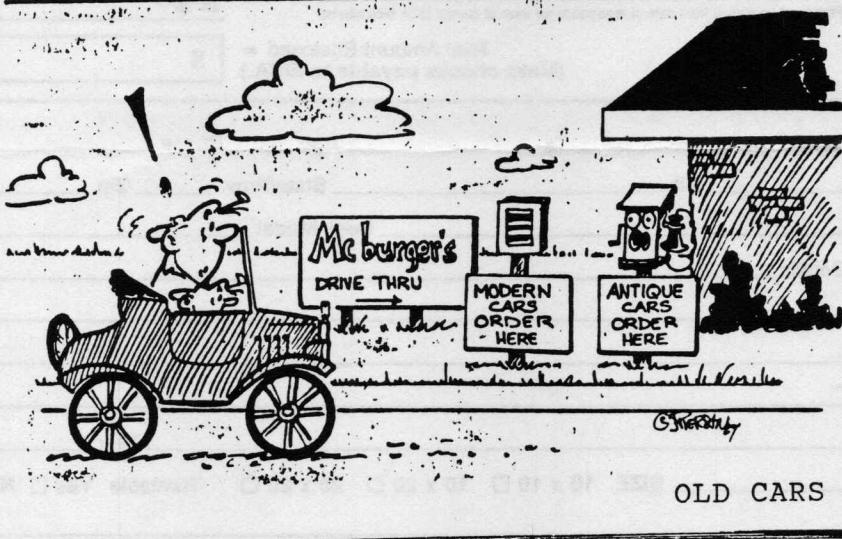
Joe Magnuson, PPCC, 5675 S. Academy Blvd. Box 17, CSC 80906

Make checks payable to PPCC AUTO VICA

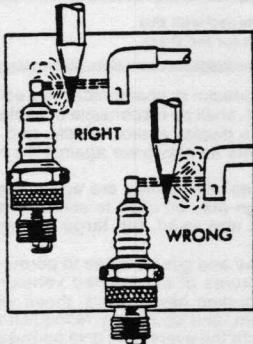


"Otto Mechanic"

By Jay Piersanti



Check for Coil Polarity



Incorrect coil polarity can affect engine performance. Here's a quick check: With the engine running, hold a pencil point between a detached ignition cable and a spark plug as indicated. Details show correct and incorrect spark flare.

Magnetized Wrench Holds Screws



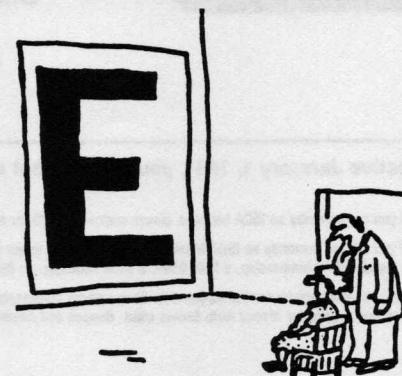
Starting socket screws in hard-to-reach places is easy when you use an Allen wrench that has been magnetized as shown in the photo at left. Do the same with a screwdriver, which makes it easy to pick up and start small steel screws.

Borrowed from Denvair News

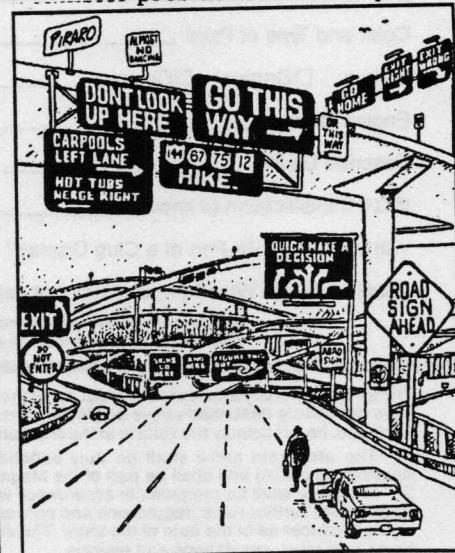
MOST FAMOUS QUOTES

Two of Henry Ford's statements top a list of most "famous quotes" compiled by England's Classic and Sports-car.

One of the quotes, predictably is "History is more or less bunk"; the other, "I've no use for a car that has more spark plugs than a cow has teats". (Ford later changed his mind).



Can't quite make it out, Mrs. Garlock? And we drove here all by ourselves, did we?



I don't regret my missp youth -- However I do w I had saved some for la

PEPSI

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Colorado
State Fairgrounds

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March 19, 20, 21



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Colorado Springs, CO 80909
(719) 578-9848

Effective January 1, 1991, you must select either option 1 or 2 to enter a show:

	Amount Enclosed
1. If you are currently an ISCA Member, please enclose \$10.00 for the ISCA Entry Fee	Member No. _____ Exp. Date _____ = \$ _____
2. If you are not currently an ISCA Member or if you wish to renew your ISCA Membership, please enclose \$35.00 (\$40.00 Canadian). This fee includes your ISCA Entry Fee, a 1-year ISCA Membership, a Rule Book, a show schedule, an ISCA patch, two decals, a 12-month Subscription to Show Stopper magazine and eligibility for travel money	= \$ _____
If you wish to also register for the Magna Auto Shows points competition, MUST BE AN ISCA MEMBER TO REGISTER FOR POINTS, please enclose an additional \$25.00 (\$30.00 Canadian). This fee registers one vehicle for Magna Auto Shows class, division and international points competition. Points will be earned from date of registration for term of current ISCA Membership	= \$ _____
Total Amount Enclosed = (Make checks payable to ISCA.)	

Name _____ Age _____ Phone _____

Address _____ City _____ State/Prov. _____ Zip _____

Year of Vehicle _____ Make _____ Body Model _____

Has Body Been Changed or Modified? _____ If So, Give Details _____

Color and Type of Paint _____

Interior: Original Custom _____

Engine Make _____ Year _____

Describe Display _____ SIZE 10 x 10 10 x 20 20 x 20 Turntable Yes No

ISCA Classification (if known) _____

Will Your Entry Be Part of a Club Display? _____

Local Shows in Which the Car Has Appeared Over the Last Year _____

This application shall be accompanied by 3/4 front and 3/4 rear view photographs of the aforesaid vehicle. If said photographs are not submitted with this application, acceptance by the producer shall be conditioned upon producer's final approval of the vehicle at the time and place of move-in for the show.

The exhibitor hereby applies to the producer of the custom auto show referred to above, to have the vehicle described above displayed therein and agrees that, if the application is accepted, he will display the vehicle at the show under the following terms and conditions:

1. The aforesaid show shall be duly sanctioned by the International Show Car Association (ISCA) and shall be part of the Magna Auto Shows (MAS) competition.
2. The show shall be produced in accordance with the ISCA Classifications and Rules Book and/or further rules, regulations and policies adopted or promulgated by the ISCA or the producer as of the date of the show. The exhibitor or the producer shall be bound by all said rules, regulations and policies.
3. Most shows are necessarily overbooked by 10%. In such cases where space is not available for an entry already accepted to the show, the producer will have sole authority to deny entrance to the building to vehicles arriving after the building capacity has been reached. Exhibitors denied access to the building will be refunded any monies paid to the producer, upon request.
4. As between the exhibitor and the producer, the producer shall have the final authority to determine the location of an exhibitor's display within the show and the exhibitor's compliance with the aforesaid rules, regulations and policies.
5. Once the exhibitor's display and/or vehicles are set up in the show, they shall not be removed or concealed by the exhibitor prior to the end of the show without the permission of the producer.
6. Neither the producer, the sponsor, nor any officer, director or shareholder, thereof, or the owner of the building at which the show is produced, shall be responsible or liable for any loss or damage to all or any part of the exhibitor's display and/or vehicle, and the exhibitor shall and does hereby waive any and all rights he may have against them or any of them for such loss or damage.
7. No commercial advertising is allowed with entries unless they are appearing in conjunction with paid commercial space. A single sign may be used to identify major modifications, who did them, and what equipment was used, but large ad signs, handbills, or business card distribution is prohibited.
8. In consideration of this entry, the owner and spouse and guests agree to permit the ISCA or its assigns the use of their names and pictures of the entered vehicle for publicity, advertising and commercial purposes (including newspapers, magazines, radio and television) before, during and after the event, and do hereby relinquish any rights whatsoever to any photos taken in connection with the event, and give permission to publish or sell or otherwise dispose of said photographs to ISCA or its assigns. All publicity and advertising rights reserved by the ISCA or its assigns.

Signed _____ Dated _____
(exhibitor)
(If exhibitor is under 18 years of age, parent or guardian must sign for exhibitor.)

This article came to us from our SDCC member *Down Under*, the "Sparrow" himself, Alan H. He states in his letter that this article (from WHEELS magazine) is the first he has seen or heard of in Australia. He hurt his back and is taking time to catch up on his reading. Get better soon Alan, and we all look forward to seeing you and Nelly next year in Palm Springs.

RETROSPECTIVE



CORVAIR'S NADIR

The power of the pen spelt curtains for the innovative Chevy

WHEN WE remember Chevrolet's 1960s "compact" car, the Corvair, we probably do not remember it for being the first volume-produced American car with an air-cooled engine, the first with a rear engine, and the first with independent rear suspension. Instead, we are more likely to remember the car as one of the particular targets – and particular victims – of Ralph Nader's best-selling book *Unsafe At Any Speed*.

As such, its place in motoring history is certainly rather special. As one of the US magazines later pointed out, the Corvair opened the door to the government regulation of the automobile. Precisely because it was so different, the magazine said that the Corvair's fate ensured there would not be any more "kinky" or "audacious" American cars.

Thirty years ago, when the Corvair was introduced, its radi-

calness was underlined by a rival compact from Ford, the new Falcon. The new Ford was a big US car scaled down – it had a water-cooled front-mounted engine driving down a tailshaft to a live rear axle. The Corvair was more readily described in European small-car terms. It had semi-trailing arm rear suspension similar to that of the Fiat 600, and a flat six air-cooled engine similar to Volkswagen's flat four layout.

Some of this radical thinking must be credited to the then Chevrolet chief engineer (later GM president) Ed Cole, who had already been associated with such GM milestones as the '49-'50 Cadillacs and the '55 Chevrolet. But to some degree the Corvair was different simply because this was how its designers believed imported-car buyers expected smaller cars ought to be. Thus the Corvair was consciously styled to look

different too, with a clean, crisp lightness of line which a number of European manufacturers later copied.

The Corvair was also notable for its very stiff integral-construction body shell, which rated more than 6600 lb/ft per degree in the final pre-production test. But in some other ways the Corvair was less impressive. It had drum brakes, and its first versions had a bench-type front seat and only three speeds for the manual gearbox. For all its apparent innovation, it lost out to the conventional Falcon in many areas. It was heavier (1115 kg/2450 lbs vs 1080 kg/2375 lbs) lacked acceleration (19.5 secs to 60 mph vs 17.7) and was more expensive (\$2038 as a base four-door vs \$1974 for the Falcon).

Nonetheless, by the end of 1961 just over 600,000 Corvairs had been sold, and four-speed gearboxes and larger, more

powerful engines were available, as was a stylish two-door coupe and a turbocharged engine with a claimed 150 bhp (112 kW). But from the 1962 peak, sales gradually declined until 1965, when styling and rear suspensions brought an upturn. Then in November 1965 *Unsafe at Any Speed* was published. Nader included a chapter on his assessment of the Corvair's shortcomings and thereafter sales plummeted – from 209,000 in 1965 to 89,000 in 1966, then 25,000, then 13,000. In May 1969, not quite ten years after its debut, the Corvair ceased production.

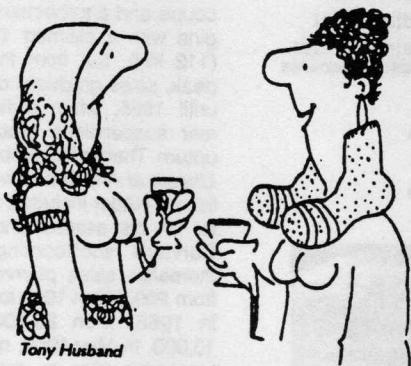
In all, about 1.7 million Corvairs were built, not all of them the no-frills economy models Chevrolet had at first envisaged. The two-door Monza coupes in particular attracted a sporty image from 1961 and Chevrolet quickly exploited this, although the full potential of a sporty compact was not appreciated until Ford in 1964 introduced a sporty version of its Falcon – the Mustang. The sporting merits of revised Corvair rear suspension – a camber-compensator type spring for '64, and a very effective Corvette-like redesign for '65 – were buried in the Nader landslide.

Somewhat buried at the same time was any recognition in the US motoring press of how odd the pre-'64 Corvairs had been. Conservative magazine *Road and Track* said Nader's book was "mostly the opinions of unqualified experts", and described some of his argument as having "almost no relation to reality".

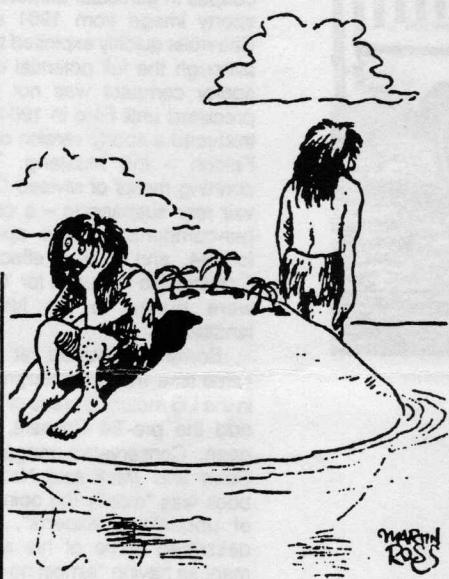
Yet the facts were clear. The rear wheels carried 60 per cent of the car's weight, and the semi-trailing arm rear suspension guaranteed increasing positive camber as the car rolled along cornering. To support the heavy tail the car needed unusually stiff rear springs, which compounded its oversteer dynamics. Chevrolet moderated this oversteer with an extreme front/rear tyre pressure bias (15/26 psi), and tried to reduce the car's sensitivity with very low-gear steering which needed five turns lock to lock. However a front anti-roll bar, which would also have reduced the understeer, was omitted – apparently to save money. For sheer unwillingness to recognise a commuter-car's need for inherent stability, the Corvair was kinky and audacious indeed.

GRAHAM HOWARD

Automobile Slogans Of Yesteryear



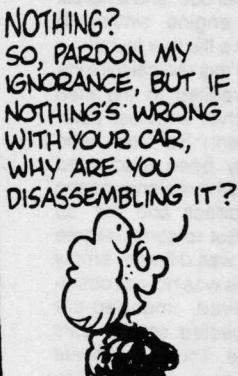
*"My husband makes
them from his old socks."*



*"Sheer hell, trapped on a desert island
for 20 years with a Bonsai specialist."*

Allen - "King Of The Hill-Climbers."
American - "Miles Of Smiles."
Apperson - "The 8 With 80 Less Parts."
Auburn - "Once an Owner Always a Friend."
Austin - "A Car To Run Around In."
Beggs - "Made a Little Better Than Seems
Necessary."
Briscoe - "The Leader of Light Weight Cars."
Columbia - "The Gem of the Highway."
Commonwealth - "The Car With the Foundation"
Courier - "The Most Completely and
Conveniently Lubricated Car In
America."
Davis - "Built Of The Best."
Diana - "The Easiest Steering Car in
America."
Driggs - "Built With the Precision of
Ordnance."
Empire - "The Little Aristocrat."
Gearless - "A Common Sense Car With No
Tender or Delicate Parts."
Jackson - "No Hill Too Steep, No Sand To
Deep."
King - "The Car Of No Regrets."
Kissel - "The Custom Built Car."
Liberty - "All The World Loves A Winner."
Martin - "The Little Brother of the
Aeroplane."
Oldsmobile - "The Best Thing On Wheels."
Pilot - "The Car Ahead."
Premier - "The Aluminum 6 With Magnetic Gear
Shift."
Rickenbacker - "A Car Worthy of Its Name."
REO - "The Gold Standard Of Values."
Sheridan - "The Car Complete.
Standard - "A Powerful Car."
Stephens - "'Tis A Great Car."
Studebaker - "The World's Largest Producer
of Quality Automobiles."
Vaughan - "Made In The Carolinas."

LUANN



Borrowed from Denver Mile Hi Chapter

Trivia Corner

Over the 90 years of their existence, license plates have evolved from a simple tag of identification to a modern form of self-expression. States began issuing license plates back in 1901 as a source of revenue and a form of identification. At the same time, a national pastime for millions of travelers was born called plate-spotting. If you've ever played the "License Plate Game" while on a road trip, you may be able to answer some of the following questions:

1. Which license plate carries the slogan "Heart of Dixie"?
2. During a steel shortage from 1945 to 1948, which northern-most state was forced to manufacture its license plates out of paper?
3. Since 1940, Arizona's license plates have carried this slogan.
4. Back in 1905, this state used a "do-it-yourself" licensing method, where car owners provided their own plates and assigned a number. Today, this eastern state's plates read "The First State."
5. Which state inscribed its plates with "Lincoln Year" to commemorate the 150th birthday of former citizen Abraham Lincoln?
6. In 1954, Louisiana's plates advertised the state's primary crop — yams. What slogan appears on its license plate today?
7. "Visit _____" was inscribed on this state's license plates from 1955 to 1964, but the slogan was discontinued because jokesters were tempted to paint "Don't" above the word "Visit." Now the plates tout the state as "OK."
8. A 1935 series of this state's license plates featured two small symbols intended to be grapefruits, a staple produce of the area. But as the symbols were colored black, they ended up resembling small bombs, hence the plates were discontinued.
9. Like most other license plates, this state's plates are made by inmates of the state prison. However, it is the only state to ever advertise this fact on its plates.
10. What symbol is depicted on the famous plates of Wyoming?

ANSWERS : 1. Alabama 2. Alaska 3. "The Grand Canyon State" 4. Delaware 5. Indiana 6. "The Sportsmen's Paradise" 7. Oklahoma 8. Florida 9. Montana 10. A cowboy astride a bucking bronco



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WRECKMASTERS

BODY & FRAME

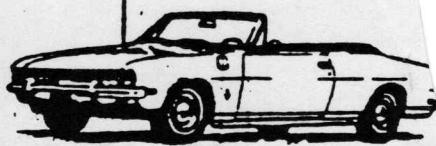


315 So. 14th St.
Colorado Springs, CO 80904
(14th & Cimarron, H-Way 24)

Quality Collision Repair & Painting

Jim J. Keeney
Owner

Bus. 520-1184
Res. 634-7378



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



SEND TO:

Mr Walter Hundertmark
15 El Paso Blvd #26
Manitou Springs, CO 80829-2456

1-800-825-VAIR 1-503-640-5229
FAX 1-503-640-5532

Quality Collision Repair & Painting
1314 Pecan Street, Colorado Springs, CO 80904
(14th & Cimarron, H-Way 24)

NEXT MEETING: APRIL 28, 1993

7:30 p.m. NCOA CLUB HOUSE

THE

DRIP LINE



VOL. XVI

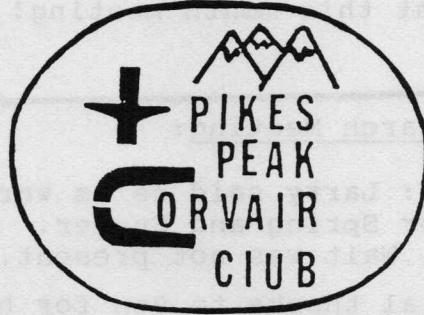
NO. APRIL 1993

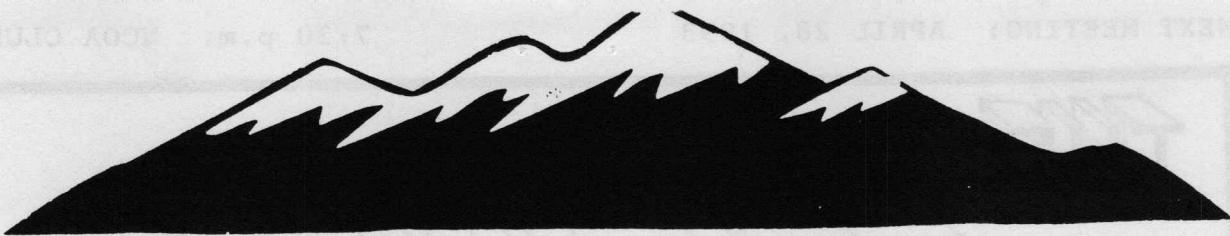


A Publication of:

A CHAPTER of the

CORVAIR SOCIETY of AMERICA





PIKES PEAK CORVAIR CLUB

OFFICERS

President	Larry Neal	570-9694
Vice President	Bob Feasel	634-7792
Secretary	Ronald Lezon	636-1029
Treasurer	John Koll	593-1928
Member at Large	Ray Schick	392-8224
I.C.C.C. Representative	Walter Hundertmark	685-9495
Drip-Line Editor	Bob Wencel	598-6507
Membership	Ben Benzel	598-6886

All correspondence to the club or the 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. 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. Business card sized ads advertising business services of both members and non-members is \$2.50 per month. To save time and money, advertisers should send in \$15.00 for six months or \$30 for one year of advertising. Larger ad rates available on request. Send your advertising check to Pikes Peak Corvair Club, Inc., P.O. Box 15034, Colorado Springs, CO 80935.

NOTES FROM THE PRESIDENT

Greetings everyone! Well hey! Look who's on the cover of CORSA Communique! Congratulations to CINDY HUPP and SANDY LEZON.

Well, been kinda slow this month--not much to say from my end. It's finally getting warm so maybe I can get my convertible out this month (if it will run). So let's see those Corvairs out and around at this month meeting!

Happy Corvairing,

Larry

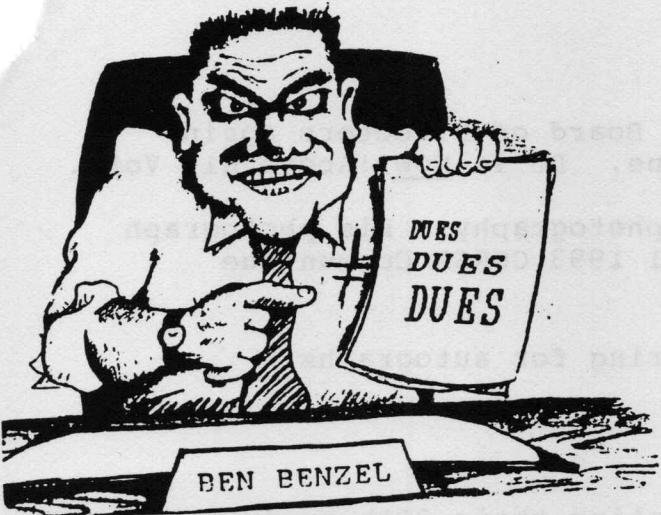
Minutes of March Meeting:

New Business: Larry said he is working on a few picnics and get-togethers for Spring and Summer.

ICC Report: Walt was not present.

A very special thanks to Ben for his help in arranging the Brunch at the Academy NCO Club on March 14. The meeting was adjourned at 12 noon with door prizes to follow. Be sure to check out the April issue of CORSA Communique.

--Ron Lezon



BOB'S SMALL ENGINE REPAIR

2 and 4 Cycle
Mowers, Chainsaws, etc.

Bob Feasel
209 N. Institute
Colorado Springs, CO 80903



634-7792

APRIL AND MAY BIRTHDAYS

4/9 - Jon Kosh
4/10 - Ed Malew
4/13 - John Koll
4/22 - Paul DeVaughn
5/3 - Garrie Fox
5/4 - Bertie McDonald



5/13 - Ronald Lezon
5/14 - Bobbie Koll
5/18 - Ovis Rosales
5/18 - Gary Bailey
5/19 - Jim Ross
5/23 - Carl White
5/27 - Dale Carraway
5/29 - L. Roseburrow
5/31 - Chuck Harlow

MEMBERSHIP

The following named members have dues now due or past due. We truly value your membership in the Pikes Peak Corvair Club. The 10.00 per year dues can be mailed to Pikes Peak Corvair Club Inc., P.O. Box 15034, Colorado Springs, CO 80935 if you cannot attend a meeting. Please call Ben Benzel at 598-6886 if you have a question.

* Gary Baily	3/93
* Walter Hundertmark	3/93
Fred Kalbfleisch	4/93
Jon Kosh	4/93
Ed Malew	4/93
Mike Peed	4/93
* Tom Pluister	3/93
Brenda Ramlo	4/93
* John Rosales	3/93

* This is your final notice and DRIPLINE. Please consider renewal NOW!!



PARTS FOR SALE:

Parting out my 64 Monza Coupe. Body parts etc. Excellent seat and upholstery. No driveline parts.

Call: John Koll
593-1928

PARTS WANTED:

Tunnel cover for 67 Monza 4 dr H.T.

Call: Jerry Murphy
597-2626 or 472-2710

CORSA Members:

It is time to vote for Western Division Board of Directors again. Be sure to cast your ballot before 1 June. Do it NOW!!Above all Vote.

Also thanks to Ron Lezon for his great photography. His photograph appeared on the front cover of the April 1993 CORSA Communique special April swim suit issue.

Bring your Communique to the next gathering for autographs.

15th Tri-State Mini Convention:

Rocky Mountain CORSA (Denver) is celebrating their 20th anniversary and are hosting the Tri-State this year in Alamosa, CO. The dates are June 10 - 13 and the host hotel will be the Holiday Inn (719) 589-5833. When you call mention Tri-State Mini. RMC will have added activities, so plan to attend and represent PPCC for some fun. Next year PPCC will be the host club. Soon, we hope, to receive info for reservations etc.

Attention all members:

PPCC has club patches, decals, etc. available for club members. See John Koll for your needs.

Don't forget All American Sports can fix you up with caps, shirts, jackets, etc. with our club logo. See or call Kit at 574-4400 for your needs and nice gifts.

CINDY and GEORGE HUPP have purchased an estate at 1680 Guadalupe Court, Peyton, CO 80831 phone (719) 749-2689. Congratulations!

Other Tidbits:

The Colorado Old Car Council has new officers. The new President is Bill Colburn, Vice President is Joe Baldwin. OCC membership cost is 50.00 per club plus 3.00 per member family.

OCC Annual Car Show will be held at Mile High Stadium on September 11, 1993. A concert at McNichols Stadium on this date is expected to improve attendance. More later.

Auto Exhibitions/Shows:

Colorado Springs is honored to have some fine autos within the area and some fine shows are beginning the 1st of May with subsequent shows (see next three pages). The 7th Annual Tour Tejon is May 16 & 17 and is the largest of the year, so far. As a Club, we too have some fine autos, so get them ready. If enough interest is shown, why not do it as a Club!!

Ben

7th ANNUAL TOUR TEJON AUTO JAMBOREE

REGISTRATION FORM

I would like to enter the Tour Tejon Auto Jamboree

SATURDAY EVENTS

AUTORODEO:

\$5.00 entry fee.
Registration 11 - 12:00 Noon
Starts at 12:00 Noon.

SOCK HOP:

\$5.00 per person.
To be held at the Moose Lodge at 1104 S. Circle Drive.
7:00 p.m. to Midnight
Fun and Games plus Great Music
Wear your 50's attire, Prizes for best costume.
Door prizes.

Name: _____

Address: _____

Make: _____ Model: _____ Year: _____

Club Affiliation: _____

Insurance Co. _____

I will be participating in the following events:

Autorodeo (Saturday) (\$5.00 entry)
Sock Hop (Saturday) (\$5.00 per person)
Car Show (Sunday) (\$5.00 entry)
Valve Cover Drags (Sunday) (\$5.00 Indiv. — \$25.00 Club)

SUNDAY EVENTS

CAR SHOW:

\$5.00 entry per car before
May 1. After May 1 — \$8.00
25 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
473-2364 evenings.

Signed _____

SEND ENTRIES TO:

Tour Tejon Auto Jamboree
P.O. Box 6764
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Please Return By May 1, 1993

Cinco de Mayo

Auto Exhibit

May 2, 1993

Sponsored by
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Rod and Custom Club
Cash award to highest point car
over 20 classes

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Henry Trujillo 630-7854
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5TH ANNUAL

CAR SHOW SEASON KICKOFF



SPONSORED BY AUTOMOTIVE, AUTO BODY & DIESEL VICA CLUBS

SATURDAY, MAY 1ST, 1993

REGISTRATION OPEN 7:00 A.M. TO 8:00 A.M. AT P.P.C.C.

CAR SHOW-SWAP MEET-CAR CORRAL-VALVE COVER DRAG RACES
CLASSES. • RESTORED • ORIGINAL • STREET MACHINE • CUSTOM •
• TRUCK • MINI • STREET ROD • MOTORCYCLE • MUSCLE CAR •
• 4 X 4 • MODIFIED STOCK • UNRESTORED STOCK • LOW RIDER •
• RACE CAR • CAMARO • MUSTANG • MOPAR •

CAR SHOW ENTRY FEE IS \$5.00 PER VEHICLE. SWAP MEET SPACE IS \$5.00.

VALVE COVER DRAG RACES \$10.00. 1ST 150 CARS ENTERED WILL RECEIVE
FREE DASH PLATES. CHECK IN 7:00 TO 9:00 A.M.

FOR MORE INFORMATION CALL JOE MAGNUSON AT 540-7381,
WADE KNIGHT AT 540-7379 OR LARRY SCHNEIDER AT 540-7376.

NAME _____

VEHICLE #1

VEHICLE #2

ADDRESS _____

YEAR _____

YEAR _____

MODEL _____

MODEL _____

MAKE _____

MAKE _____

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1961-1965 Corvair Fitch-Sprint

From March 1993 Old Cars Weekly News & Market Place

The Fitch Sprint was an after-market, remanufactured Corvair that seemed to be an ideal car for a

race driver who wanted something to drive on the street. And that was no accident — John Fitch is proba-

Place Muscle Car Supple-
bly about as well known as anyone
was in the 1950s and '60s sports car
racing scene and the Sprint was his
vision of what the Corvair should
have been.

In late 1961, Fitch built a prototype Fitch Corvair Sprint. He took a Corvair Monza 900 and dolled up the front with a chrome-plated wire mesh screen. He changed the roofline by adding black, textured material to it. A chrome bow was also added at the rear window's top edge and the rear window partially masked, both for appearance and to cut down on glare. Two dark metallic blue stripes were also added, running the length of the car on the top of the fenders.

He added power to the prototype by putting a Paxton supercharger on the factory's 98-hp engine. This supercharger was set at a modest four psi boost and engine efficiency was further helped by dual exhausts. This gave 130 block hp.

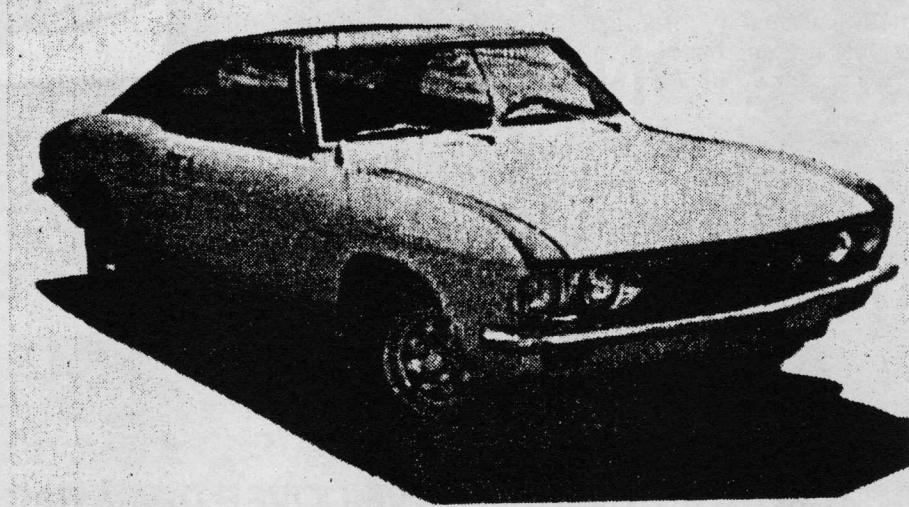
Fitch's final production Corvair Sprint made the most of all the best Chevrolet options; as a result, all Sprints came with the all-synchromesh four-speed gearbox, seat belts, padded dash, two-speed wipers, windshield washers, outside mirror and a non-glare inside mirror. Fitch replaced the left-hand inboard headlight with a Lucas spotlight.

The engine he used instead of the supercharged one, was one with four carburetors. It produced 144.5 hp — 14.5 more than the supercharged version.

The cost for the Fitch Sprint in its first version was \$2,995 from John Fitch and Co., Lime Rock, Conn.

In 1965, Fitch again manufactured a Corvair Sprint. This car had a more dramatically unique appearance. Fitch modified the roofline with what was called the Ventop, or Sprint FB 904 top — perhaps so called because it gave the Corvair an appearance somewhere between that of a Porsche 904 and '67 Dodge Charger.

Eleven items were a part of the Fitch modification package that ranged from a \$24 engine modification (this car again used four carbs), good for an extra 15 hp over stock,



Fitch Corvair Sprint. (Series II)

Saving money while looking for parts

By John K. Koll
Colorado Springs, Colo.

With the cost of parts skyrocketing it's time to take a look at some alternatives and common-sense approaches to buying parts for the antique autos.

The specialty shops do a wonderful job and the hobbyist couldn't operate without them. Their prices may seem high, but the high price is frequently justified if the part has to be made specially.

However, one must be alert. Some dealers in antique auto parts will charge excessive prices for items still available through regular parts houses. This is inexcusable. Not all suppliers of parts for antique vehicles charge the same so it's prudent to compare prices. One catalog lists the price of bushings for a '41 Chevy pitman arm at \$22.75 per set while a competitor lists a similar item at \$3 for the set. A set of brake/clutch pedal pads ranged in price from \$9.85 to \$25.10. The message here is to get several catalogs and compare prices.

A few simple procedures will greatly increase the possibility of locating the wanted parts at a local parts house. First, locate the oldest established parts house in or near your area. There are several reasons for this. They may have some old stock on hand and frequently they will have the old catalogs that list the parts and maybe a cross-reference. While you are at the oldest parts house, try to deal

with the oldest, most experienced parts man they have — preferably one older than your car. Take some time to befriend him. Show him your car. His knowledge and experience will be invaluable.

If you are looking for bearings, skip that parts house and look for a business that deals in bearings only. Again, look for the established business with some experienced employees. Take your old bearing and they can cross-reference numbers or they can measure the bearing and match it by size. You don't even have to tell them what it's for; probably better if you don't as they will have a more open mind about finding your bearing if they don't know it's for a 1908 model. The price will usually be less than the parts house and definitely less than the specialty catalog.

Use the same approach when looking for seals. If you can take parts in to be measured, a seal can frequently be located. Modern neoprene seals often can be located to replace that dried-out cork seal if you have correct measurements.

Hoses, such as power steering hoses, can be made up if you have the original fittings. Look for a shop that specializes in hydraulic hoses and fittings. You will be surprised at what can be obtained rather quickly.

Following some of the above suggestions will help find your parts and save some money in the process. And remember, if that clerk asks you what country your Corvair was made in or how many cylinders your Model A Ford has, you are in the wrong place!

From: Old Cars Weekly News
& Market Place

FITCH

(From Page 7)

to a steering damper that was a Delco unit identical to that used on the contemporary Corvette Sting Ray.

The Corvair Corsa, on which the Sprint was based, cost \$2,600 back in '65. The Fitch modifications raised the price to a bit under \$3,000 — all the modifications for a

Fitch Sprint cost \$383.65 installed.

He used Gabriel adjustable shock absorbers in the rear. The rear camber was 1½ degrees.

The front suspension was set at four-degree positive caster and four-degree positive camber. The suspension itself was a \$56 item.

Fitch used Lucas Flame Thrower headlights. The beam on the driver's side high beam was a fog-

coat tint using yellow dye.

The interior featured headrests and carpeted rear seat backs since those back seats could be folded down. There was also a wood-rim steering wheel.

The wheels were 5.5x13-inch slotted magnesium wheels manufactured by Offenhauser.

The engine's carbs and linkage were tweaked somewhat. But the engine was helped by a unique piece of automotive sculpture — dual tuned exhausts that coiled 1½ times before exiting.

Car and Driver, in its September 1965 issue, clocked a Fitch Sprint at 79 mph and 17 seconds in the quarter-mile. But again, this was a total performance package, with an emphasis on handling as much as speed.

According to Corvair collector Dan Walling, a Fitch Sprint, even in condition four, might bring \$10,000.00 from a Corvair buff.

"You can just about double the price of a car, if it's a Fitch Sprint," contends Walling. He adds that it is rumored that Fitch built some convertibles, on which the nameplate would be below the boot, on the side. There are perhaps five still left. On the convertibles, if they exist, Walling says, "You could double and a half the amount over stock that you'd have to pay."

Hard to find, the Fitch Sprint remains one racer's vision of a more muscular Corvair.

Fitch Corvair Sprint. (Series I)

That Little 1/8th Inch Gas Line

On the '68s, '69s and all year Turbos, (and perhaps others) you may have noticed the little 1/8th inch gas line coming off the fuel pump outlet "T" and going forward through the firewall. (It comes off a tap in the fuel filter on turbos.)

There is an element of risk involved here which may not be realized. This is a pressure line with a short section of slip-on neoprene (rubber) hose just forward of the firewall where you cannot see it. There is a similar flexible hose section on the larger suction feed line to the pump. (After all, the whole Corvair power package wiggles around on its rubber mounts and hard lines wouldn't work.)

If the larger suction line fails, due to age for instance, all that would happen is that air would be sucked in and the engine would be starved for gas. Ultimately the engine would stop. Its fail safe.

However, if the small pressure line hose fails, gasoline will spray out and blow back onto the hot exhaust pipes and muffler(s). This event is **dangerous!** It is NOT fail safe.

Your Corvair could go up in flames.

So check that hose. What did Chevrolet have in mind when designing things this way?

Logic suggests this return line can serve two purposes. One, it allows the pump to discharge its stored pressure back to the gas tank at shut-down thus



not refilling whatever gasoline evaporates (boils?) from the carburetors. Perhaps this is emissions related.

The other purpose is that turbos and emissions-controlled, leaned-out '68s and '69s run hotter and thus are more susceptible to vapor lock. The return line permits a small, continuous flow of cool gasoline from the gas tank to pass through the pump suction line, thus, hopefully reducing the chances of vapor lock. Vapor lock occurs when the combination of low pressure on the suction side of the fuel pump combines with the high temperature to allow the gasoline in the line to boil. The fuel pump won't pump gasoline vapors. Newer cars avoid the problem by putting the fuel pump at the other end of the line, outside the engine compartment. Frequently they are inside the gas tanks themselves. This way they pressurize the entire line, preventing any possibility of vapor lock.

Mr. Bentwrench, John Moody
Group Corvair

Borrowed from ENCHANTED CORVAIRS
NEWSLETTER — March 93



THOSE DREADED SOUNDS OF A THROWN FAN BELT

THREE DREADED WORDS - ZING, WHOP, BANG - DENOTING A LOOSE FAN BELT, CHILL EVEN THE MOST HARDENED CORVAIR OWNER. WHY DO BELTS FLY OFF AND HOW CAN THIS UNHAPPY SITUATION BE CORRECTED? WELL, FIRST WE NEED TO LOOK AT THE CAUSE, THEN THE CURE AND FINALLY THE PREVENTION OF "FLYAWAY FAN BELTS". AS WE KNOW, A CORVAIR'S LIFELOOD IS THE FAN BELT AND THE OIL SUPPLY. BUT TODAY - LET'S TALK FAN BELT.

WHY DO BELTS FLY OFF? WELL, THERE ARE SEVERAL REASONS, ALL CORRECTABLE. ALIGNMENT, TENSION AND CORRECT ADJUSTMENT ARE THE KEYS TO LONG FAN BELT LIFE. WHEN YOU FINISH READING THIS ARTICLE, CHECK YOUR CORVAIR AND SEE IF IT NEEDS HELP.

LET'S TAKE ALIGNMENT FIRST. THE BELT HAS SEVERAL OPPORTUNITIES TO "FLY OFF" FROM POOR ALIGNMENT PARTLY BECAUSE IT (THE BELT) MUST TRAVEL SEVERAL DIFFERENT DIRECTIONS AT A HIGH RATE OF SPEED (ASK CHRIS ABOUT "A HIGH RATE OF SPEED"). IF THE BELT ISN'T SEATED PROPERLY IN THE BELT GROOVES OR IF THE LENGTH IS NOT CORRECT, IT DOESN'T HAVE MUCH OF A CHANCE TO STAY ON AND CAN LEAVE YOU STRANDED.

TENSION IS ANOTHER IMPORTANT FACTOR. TOO MUCH, TOO LITTLE OR NOT ENOUGH TENSION ARE ALL BELT KILLERS. THE SHOP MANUAL WILL INSTRUCT YOU ON PROPER TENSION. READ IT!!!

FINALLY CORRECT ADJUSTMENT, BELT GUARDS, SPRING TENSIONERS AND EVEN REGROOVED, DEEPER PULLEYS ARE USELESS IF YOU DO NOT PROPERLY ADJUST YOUR BELT.

IF YOU DO NOT WISH TO SPEND ALL YOUR TIME CHANGING YOUR BELT, I SUGGEST YOU REMEMBER TO CHECK IT PERIODICALLY ON A REGULAR BASIS - SUCH AS EACH TIME YOU FILL YOUR GAS TANK WITH FUEL.

AS A POST SCRIPT, INVEST IN A GOOD BELT AND CARRY AN EXTRA BELT AND PROPER BELT CHANGING TOOLS WITH YOU AT ALL TIMES. HAPPY CORVAIRING!!!!

- BILL CLARKE -

EMERGENCY! EMERGENCY!

Okay, so you need emergency flashers for that car you are about to tow home (you bought another one!) or when you are stranded at the side of the road.

There is a simple solution to this problem: First unplug the turn signal flasher unit. Then unplug the two wires from the brake light switch on the pedal. Finally, plug the two wires from the brake lights into the flasher.

- Matthew Holzinger, Chicago Airhorn -

CORVAIR PAINT

FROM '59 - '72 GM CARS WERE ALL PAINTED WITH THE SAME TYPE OF PAINT; ACRYLIC LACQUER. LACQUER PAINT USUALLY CONTAINS AN INGREDIENT CALLED NITROCELLULOSE, WHICH WITH THE AID OF SOLVENT SEPARATION, MAKES IT DRY VERY QUICKLY. IT IS THE EASIEST AUTOMOTIVE PAINT TO APPLY BECAUSE OF THIS QUICK DRYING TIME. DIRT AND BUGS ARE NOT ABLE TO STICK TO THE PAINT. THE NEGATIVE SIDE IS THAT POLISHING OUT THE FINISH IS REQUIRED TO ACHIEVE FULL GLOSS. ANOTHER NEGATIVE IS WHEN BUFFING, YOU MUST BE VERY CAREFUL WITH THE EDGES AND CORNERS SO YOU DO NOT RUB THROUGH THE PAINT OR CLEARCOAT.

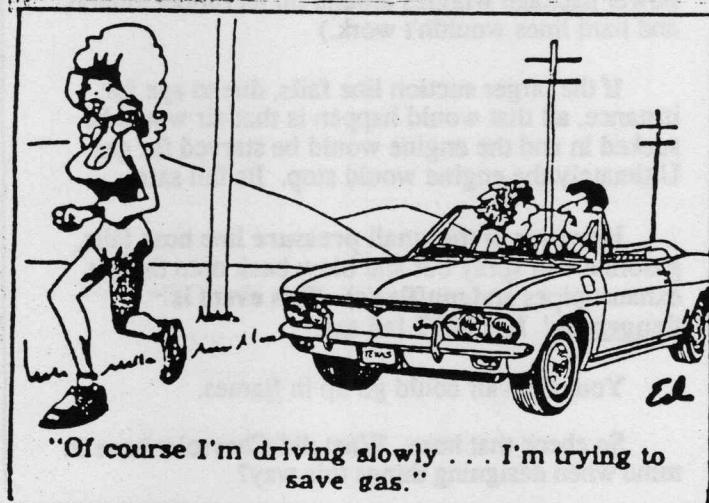
THINNERS AND REDUCERS ACT TO DILUTE THE PAINT MIXTURE SO THAT IT MAY BE SPRAYED THROUGH A SPRAYGUN. DIFFERENT THINNERS ARE USED FOR DIFFERENT TEMPERATURES TO CONTROL EVAPORATION.

PREPARATION IS THE KEY. YOUR SPRAY AREA MUST BE AS CLEAN AS POSSIBLE AND YOUR REPAIRS AND BODY WORK MUST BE SMOOTH AND FREE OF DUST AND SILICONES. IF YOU MUST PAINT OUTSIDE, IT IS BEST ACCOMPLISHED IN THE MORNING, AS THIS IS WHEN THE LEAST AMOUNT OF INSECTS ARE NORMALLY PRESENT.

WHEN SPRAYED AND BUFFED OUT, LACQUER HAS A SUPERB DEEP, GLOSSY, EXCEPTIONALLY HARD FINISH. THIS MAKES IT ESPECIALLY PRONE TO ROCK CHIPS.

IN THE 23 YEARS SINCE THE CORVAIR PRODUCTION THERE HAVE BEEN SEVERAL IMPROVEMENTS IN PAINTS - INCLUDING THE ADVENT OF CATALYSTS AND HARDENERS FOR ENAMELS, BETTER PRIMERS, URETHANES, BASECOAT-CLEARCOAT FINISHES AND POLYURETHANES TO PRODUCE HIGHER DURABILITY. BUT ACRYLIC LACQUER IS STILL VERY POPULAR FOR AUTOMOTIVE SPOT REPAIR, AND CAN PRODUCE FINE RESULTS FOR YOUR CORVAIR.

- SID DINGMON, BEAVER STATE CORVAIR CLUB -



Thanks to CORVAIR HOUSTON NEWSLETTER

How It All Started

The Automobile Was Not Invented By Daimler, Benz and Ford!

When we whiz down the freeway, how easy it is to take it all for granted. The luxurious interior, the powerful engine, the great brakes and all the rest. It is easy to forget that we are riding in a "product" that was a long time in coming.

If we use a very broad definition of "automobile", we have to go back to 1769 when a Frenchman named Nicolas Cugnot built a steam powered three wheel vehicle which he used to haul wood out of the forest.

Long before that, in the 15th century, Leonardo Da Vinci apparently gave a lot of thought to mechanical things. He drew an "aeroplane" and a self propelled ground vehicle powered by jet propulsion!

When we take the long hard look at the development of the machine we now call the automobile, research centers around the search for a source of portable power, and the fuel in particular. "Gas", as used here, does not mean "gasoline."

First we must go to England, where, in 1820, the Reverend W. Cecil read a paper to the Cambridge Philosophical Society describing experiments he had made with an engine driven by an explosion of hydrogen and air. This engine is believed to be the first "gas" engine that worked, although no model has survived.

Eighteen years later (1838) another Englishman, William Barnett, patented a gas engine which compressed the fuel mixture. His engine had a single up-and-down cylinder with explosions occurring first at the top, then at the bottom of the piston.

by: Grant Elford of **The StarDust**

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Hank Brown - Owner

Jean Joseph Etienne Lenoir built the first practical "gas" engine, in 1860, using street-lighting gas derived from coal. It was a single-cylinder two-cycle engine using a storage battery for ignition by means of a "spark-plug" which Lenoir also invented. By 1865, four hundred of these engines were being used in Paris to power printing presses, lathes and water pumps, and in that same year Lenoir installed one of his engines in a crude "motor-car" which made a trip of six miles!

In 1862 another Frenchman, Beau de Rochas, worked out on paper the idea of a four cycle engine, but he did not build one. Four years later August Otto and Eugene Langen, in Germany, built the first successful four-cycle gas engine, and in 1876 Otto and Langen received United States patents on both two and four-cycle gas engines.

In Austria, in 1864, Sigmund Marcus built a Lenoir-type engine which used gasoline as fuel, and an American, George Brayton, built a gasoline engine and displayed it at the Centennial Exposition in Philadelphia in 1876.

It remained for Gottlieb Daimler to develop the first successful four-cycle gasoline engine in 1885. In the same year, some 30 miles away, Karl Benz also developed a successful gasoline engine. The rest of story is well known; the installation of the source of power in a bicycle, the three-wheelers and finally the engine driven "buggy" in 1886.

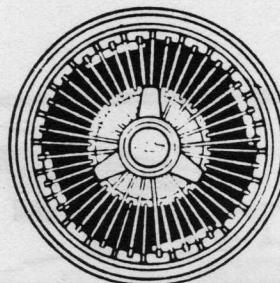
Ford, Daimler and Benz invented neither the "automobile" nor the portable engine. The two Germans, working separately and later together, developed the work of others to the highest degree, with Daimler setting the pace philosophically; "The Best or Nothing."

GHE

The Mother Of All Highways

A Hamburg, Germany construction firm has announced plans to build a highway through Russia. It would start in western Europe and lead through Warsaw to Minsk, Moscow, Novosibirsk, Siberia and on toward Alaska. It would have the astonishing length of 11,000 miles and there would be turnoffs to India and Korea. Horst Dorner, owner of the construction firm, said, "It is a future-oriented project, but we are optimistic that we will be able to realize it. Questions of routing and land ownership remain to be clarified with the Russian government." It is to be financed by tolls and concession businesses.

From: Week in Germany.



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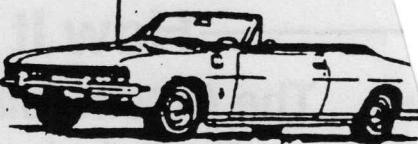


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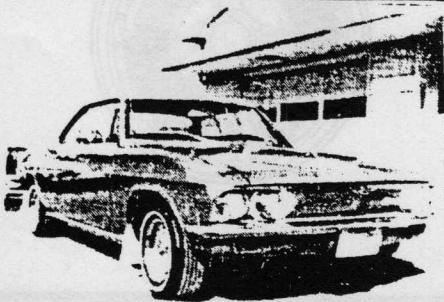
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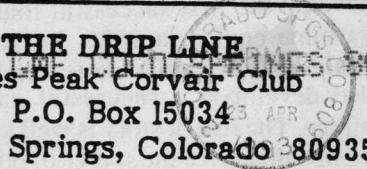
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THE DRIP LINE

VOL. XVI NO. MAY 1993

UP-COMING EVENTS

May 22 11th Annual Antique & Special Interest Car Show at Holy Cross Abbey east of Canon City, CO. See page 8 for all details.

June 4 - 6 25th Annual Mountain States Swap Meet - Adams County Fairgrounds (OCC) For info call (303) 572-3733 or

June 10 - 13 TRI-STATE MINI CONVENTION (303) 935-8656
See pages 3, 4, and 5 for complete details.

June 19 12th Annual All Chevy Day Car Show & Swap Meet at Jefferson County Fairgrounds, 15200 West 6th Ave. For info call (303) 431-1189 or (303) 289-4271.

June 19 5th Annual Drive-In Movie Cruise - Aircadia Drive-In. See page 11 for complete details.

June 19 Car Books Event: "Dad's Saturday Cruise-In Car Show 11-3 Open to all collector Cars, Race Cars and Motorcycles. No Entry fee. 5102 S. Broadway at Bellview, Englewood, CO (303) 762-8595.

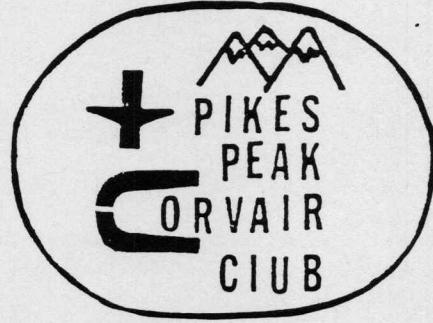
June 26 - 27. Spring Spree - Colorado Springs.

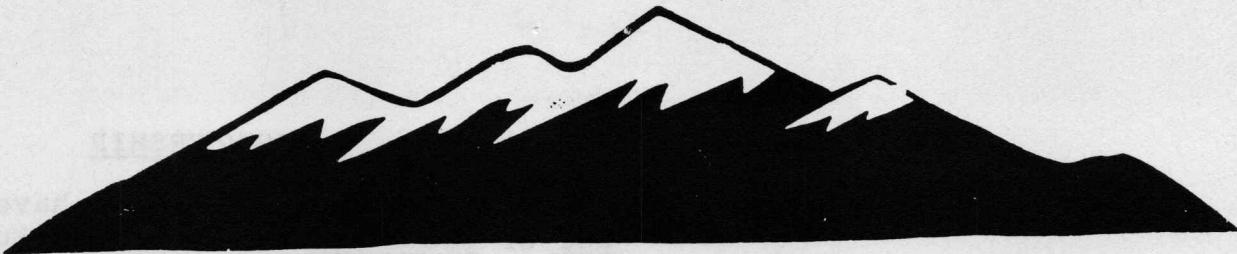
June 30 Great American Race - Shine Time - Bancroft Park - Old Colorado City. Meet the racers and see their cars. See page 7 for complete details.

A Publication of;

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Membership	Ben Benzel	598-6886

All correspondence to the club or the 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. 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. Business card sized ads advertising business services of both members and non-members is \$2.50 per month. To save time and money, advertisers should send in \$15.00 for six months or \$30 for one year of advertising. Larger ad rates available on request. Send your advertising check to Pikes Peak Corvair Club, Inc., P.O. Box 15034, Colorado Springs, CO 80935.

- WARNING -



Rumor has it that the Colorado State Patrol is issuing \$50.00 tickets for unauthorized decals on Collector Series license plates.

No fines are being given for no decal.

(From Denvair News)

CAR INSURANCE PREMIUM ALERT

Are you paying a premium for some part of your car insurance that you no longer have a need for? If you no longer are working, you do not need to be paying for the wage loss portion of the medical coverage that applies to Workman's Compensation.

To qualify for a refund on this part of your policy, you need to contact your insurance agent in person to request a refund.

From CRSEA "News" Spring 93.

Good words cost nothing, but are worth much.

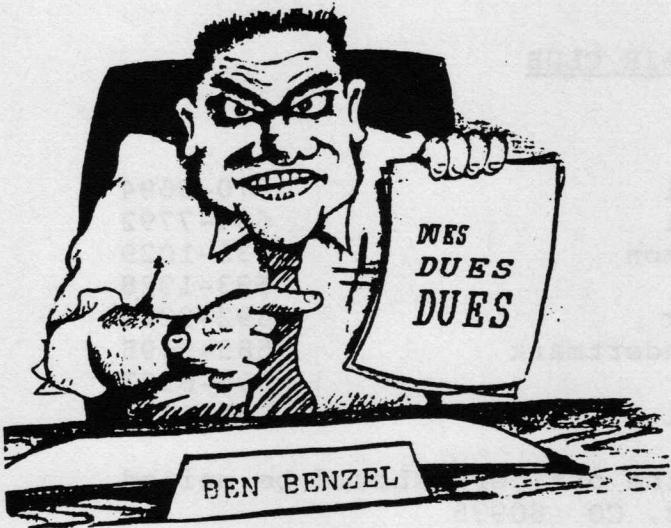
When you shoot an arrow of truth, dip its point in honey.

MEMBERSHIP

The following named members have dues now due or past due. We truly value your membership in the Pikes Peak Corvair Club. The 10.00 per year dues can be mailed to Pikes Peak Corvair Club Inc., P.O. Box 15034 Colorado Springs, CO 80935 if you can not attend a meeting. Please call Ben Benzel at 598-6886 if you have a question.

Paul DeVaughn	5/93
* Fred Kalbfleisch	4/93
* Jon Kosh	4/93
Bertie McDonald	5/93
* Mike Peed	4/93
Francine Webb	5/93

* This ^{is} your final notice and DRIPLINE. Please consider renewal NOW!! We will miss you.



Let's welcome back to the PPCC ARTHUR & ALBERTA THOMPSON. They reside at 2929 Wyatt, Colorado Springs, CO 80916, 390-7440 and have pride in a 62 Panel Van. Art, we appreciate your return very much and your vacation from the Club was quite awhile, so come out and renew acquaintances. I met Art at the Pikes Peak Community College Car Show on 8 May.

Ben Benzel, Membership

TRI-STATE MINI CONVENTION:

It's fast approaching 10-13 June. All roads lead to Alamosa. Reservations are required for train trip by May 24th and for Banquet by 31 May. It's going to be a Great Corvair Weekend. ACT NOW!! Get Revvin Up!! See the complete details on the next 3 pages.

BOBBI KOLL was admitted to Memorial Hospital on May 13 and today, May 16th she is still in the Intensive Care Unit. We all need to remember Bobbi and John in our prayers.

GREAT WEEKEND!

We hope you will be able to arrive on **THURSDAY** and take in all the fun and scenery of the Rockies.

FRIDAY you will have a choice of two events:

1. An all-day excursion trip on **The Cumbres and Toltec Scenic Railroad**, leaving the Antonito train station at 10:00 am. The railroad is the finest remaining example of a vast network which connected commercial outposts in the Rocky Mountain region. Spiked down in 1880 as the San Juan Extension of the Denver and Rio Grande, The Cumbres and Toltec was built to serve the rich mining camps in the San Juan Mountains. Leaving Antonito, Colorado you will go through rolling high-country, and begin a steady climb into the forested slopes of the San Juan range, passing through groves of pine and aspen, dramatic rock formations, and through the spectacular Toltec Gorge of the Los Pinos River. Cresting the 10,015 foot Cumbres Pass it then drops down a precipitous 4% grade into Chama, New Mexico. You may purchase a delicious hot meal when the train stops at Osier, or bring your own picnic lunch. After lunch you will then change trains and continue on to Chama. At Chama you will board a van that will take you back to Antonito by 5:30 pm.

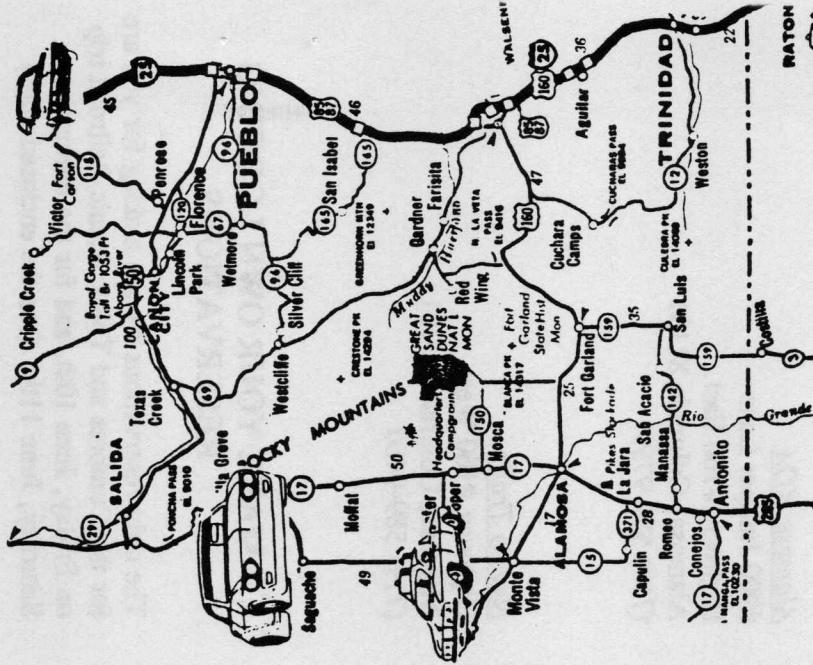
- • • has accumulated over 15,000 years and covers 55 square miles. Local legend maintains that wagon trains vanished among the Dunes, some of which are 700 feet high. You will have time to play or whatever you would like at the Sand Dunes. The cost for the Econo-run will be \$3.00 per car or the Golden Eagle Pass. Prizes for the Econo-run will be awarded at the Banquet on Saturday evening.



2. An Econo-run leaving from the host hotel at 1:00 pm and going to the **Great Sand Dunes National Monument**. The Sand Dunes has 38,000 acres and is 38 miles north east of Alamosa. The sand • • •

Tri-State Mini Convention

10-13 June 1993



SUNDAY we will say our "Good-byes" and if you choose to have breakfast, the Holiday Inn has a great buffet in the Lobby Cafe.



The Banquet will be held at the Holiday Inn banquet room. 5:45 pm — CASH bar
6:45 pm — Dinner

1. An Econo-run leaving from the host hotel at 1:00 pm and going to the **Great Sand Dunes National Monument**. The Sand Dunes has 38,000 acres and is 38 miles north east of Alamosa. The sand • • •
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ALL ROADS LEAD TO ALAMOSA

Schedule

OFF * EVENTS

LODGING INFORMATION



Thursday 10 June 1993

- Registration 1:00 pm to 8:00 pm at the *Holiday Inn* hospitality room, 333 Santa Fe, Alamosa, Colorado.
- Reception 5:00 pm to 8:00 pm. Dinner on your own - your choice.

Friday 11 June 1993

- 10:00 am Train leaves Antonito for the Cumbres and Toltec Scenic Railroad trip, returning at 5:30 pm.
OR
- 1:00 pm Econo-run - Through the Sand Dunes National Monument. Cost is \$3.00 per car, or your Golden Eagle Passport. Dinner on your own - your choice.

Saturday 12 June 1993

- 10:00 am Parade through downtown to the City Park.
- 11:00 am to 3:00 pm Show-n-Shine in the Park with a flea market (bring your car parts you wish to sell, crafts and/or any "White Elephants" you wish to sell).
- 5:45 pm Banquet at the Holiday Inn Banquet Room (*cash bar*)
- 6:45 pm Dinner (see selections on insert sheet) Prizes and winners announced.

Sunday 13 June 1993

THE GOOD-BYES!!!

- Breakfast is on your own. The Lobby Cafe of Holiday Inn has a great breakfast buffet

RV FACILITIES

HOTELS

Holiday Inn (Headquarters)
333 Santa Fe Avenue
Alamosa, Colorado 81101
(719) 589-5833

Rate: \$51 One to Four people
Some RV parking but NO hookups

Days Inn (Next door to the Holiday Inn)

224 O'Keefe Park Way
Alamosa, Colorado 81101
(719) 589-9037

1 person 1 bed \$36.88
2 person 1 bed \$42.88
2 person 2 bed \$46.88
* each additional person \$6.00

MAKE YOUR OWN LODGING RESERVATIONS.

The only reservations we are making for you are for the Cumbres and Toltec Scenic Railroad trip on Friday, June 10th, and for the Banquet on Saturday, June 11th. (see the enclosed slips)

Alamosa Lamplighter
425 Main Street
Alamosa, Colorado 81101
1-800-359-2138
1 bed \$38.00
2 bed \$42.00
**YOU MUST MENTION CORVAIRS
AND ASK FOR NANCY**

Alamosa Inn

1919 Main Street
Alamosa, Colorado 81101
2 persons \$60.00



PERSONALIZED CAR CARE
 BRAKES - TUNE UP - ELECTRICAL
 AIR CONDITIONING SERVICE
 AUTO EMISSIONS TESTS
 HANK'S AUTO SERVICE
 CORVAIR SERVICE
 221 North Iowa
 Colorado Springs, CO 80909
 632-2843
 Hank Brown - Owner



NCOA®

SERVICE CENTER

E.L. "BEN" Benzel

Senior Master Counsellor

(719) 599-9725

GENERAL AGENT FOR
ACADEMY
LIFE INSURANCE GROUP

3930 Encino St.
Colorado Springs, CO 80918

Rocky Mountain Tri-State Mini Convention Banquet

I/We would like to have the following for dinner on Saturday 12 June 1993 at the banquet:

<i>Entre</i>	<i>*Price per meal</i>	<i>Number</i>	<i>Total</i>
<input type="checkbox"/> Baked Cod	\$13.15	_____	\$_____
<input type="checkbox"/> Baked 1/2 Chicken	\$11.95	_____	\$_____
<input type="checkbox"/> Prime Rib	\$15.56	_____	\$_____
<input type="checkbox"/> Child's Menu (11 years and under a children's menu, under two free)	\$ 5.94	_____	\$_____
*This includes tax and tip.			Total enclosed: \$_____



NAME: Please Print

STREET/PO BOX, CITY, STATE & ZIP

Phone _____

Club name: _____

Make your check to: **Rocky Mountain Corsa**, & mail by: 31 May, TO: RMC, PO Box 27058, Denver, CO 80227

Rocky Mountain Tri-State Mini Convention CUMBRES & TOLTEC TRAIN TRIP REGISTRATION
11 June 1993

NAME: Please Print

STREET/PO BOX, CITY, STATE AND ZIP

Phone: _____

Club name: _____

Number of passengers and fares: Your Reservations **MUST** be mailed by May 24, 1993

Number of Adults _____ at \$ 45.50 = \$ _____

Number of Seniors _____ at \$ 40.95 = \$ _____

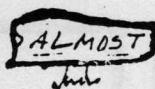
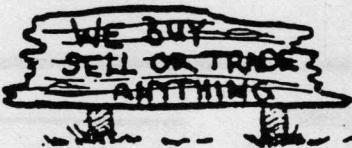
Seniors 60 years of age or over.

Number of Children 11 years and under _____ at \$ 23.00 = \$ _____

Total enclosed: \$ _____

Make Checks to: **Rocky Mountain Corsa** and mail your registration to: John Dinsdale, 3240 Billings St, Aurora, CO 80011





FOR SALE:

1964 Corvair, 2 dr, auto trans, Unique that steering wheel is in middle of front seat. Excellent condition in and out. Reason for sale by owner is only because she can no longer drive. Best Offer.

Contact: Shirley McFadden (719) 684-9483
9 - 5 Monday-Friday. P.O. Box 177,
Green Mountain Falls, CO 80819

PARTS WANTED: Tunnel cover for 67 Monza 4dr H.T. Call: Jerry Murphy at (719) 597-2626 eve, or 472-2710 days.

PARTS FOR SALE: Parting out my 64 Monza Cpe. Body parts etc. No driveline parts. Excellent seats and upholstery. Call: John Koll (719) 593-1928

PARTS FOR SALE: Pair of Hyatt NOS Forward Control rear wheel bearings with rings. Buyer gets 2 'Greens' free! \$300.00 for all 4. Call: Marsh Hesler (303) 586-8081 P.O. Box 872 Estes Park, CO 80517

CARS FOR SALE:



'61 Corvair 4 door, automatic, 110 HP, new front suspension parts, new floors, \$1000 obo. Call 528-5629.

DALE OR JUDY CARPENTER



'61 Chevy Corvair Station Wagon 3 speed, 110 HP, new front suspension parts, new brakes, \$1000 obo. Call 528-5629.

MINUTES FROM APRIL 28 MEETING

The Pikes Peak Corvair Club was called to order by President Larry Neal at 7:30 p.m. April 28th. There were 16 members present.

We talked about meeting at Denny's for people who will be showing their cars at Tour Tejon May 16. We received a letter of thanks from the city for participating in St. Patrick's Day Parade. We also kicked around the idea of getting together in Castle Rock for our annual picnic.

Treasurer's Report: John Koll reports we have \$1,190.00

Walt's OCC Report: The Great American Race will be coming to Old Colorado City June 30. The promoter would like to have a car show in conjunction with the race but is concerned that there is a lack of interest thus far. There will be a car and air show in Greeley on May 29. Meeting was adjourned with refreshments and door prizes following the meeting.

Ron Lezon, Secretary

JOIN IN -

GREAT AMERICAN RACE

"SHINE TIME"

Wednesday - June 30th, '93

OLD COLORADO CITY

- * Limited Space Available
- * Dash Plaques for the First 100 Entrees.
- * (4) Catagories of Competition. Great American Race Plaques As Prizes.
- * Enjoy Area Festivities During the Day.
- * "Shine Time" Set Up at 10:00am. Colorado Ave. Closed then.
- * Great American Race Festivities begin at noon.
- * Great American Race will be bringing 100 Vintage Autos which will be parked on Colorado Ave.
- * Meet the Racers!
- * See their Autos!



PLEASE REGISTER BY: 1 JUN

REGISTRATION FORM

I would like to become a part of the Great American Race "Shine Time" in Old Colorado City.

Name: _____

Address: _____

Make: _____

Model: _____

Year: _____

Club _____

Affiliation: _____

Insurance Company _____

I wish to participate in the following activities:

A. "Shine Time"
June 30th-10:00am-4:00pm

B. "Shine Time" Competition
(4 - Awards)
(\$5.00 entree fee,
covers cost of plaques)

Liability Waiver:

Applications agree to hold harmless Old Colorado City Assoc., The City of Colorado Springs, Hazelton Marketing, and other sponsoring organizations/businesses and volunteers from and against any claim which might or does arise out of participation in this event.

All Cars must stay in place during the events hours.

Signed: _____

Send Applications to:

"Shine Time"
Hazelton Marketing
2508½ W. Colorado Ave.
Colo. Spr., Co. 80904
634-1038

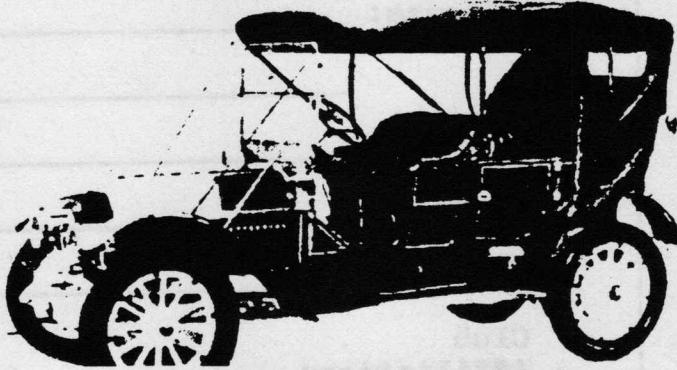
11th Annual Antique & Special Interest Car Show



on the grounds of the

HOLY CROSS ABBEY

east of Canon City, Colorado



All Driveable cars for sale
must be put thru Car Corral

No FOR SALE signs permitted in display area

Award Categories 1st & 2nd
Traveling Trophy

DASH PLAQUES TO ALL
REGISTERED CARS

ACTIVITIES:

Car Corral
Flea Market
Swap Meet
Craft Show



Grass Display Area for Show Cars
Setups or tents not permitted in driveways
Concessions: Serving Continental Breakfast
Lunch on premises
Cooking not permitted on Abbey grounds

For more information or mailing of
Entry Pre-registration Forms

Make Checks Payable To: **R.G. VMCCA**

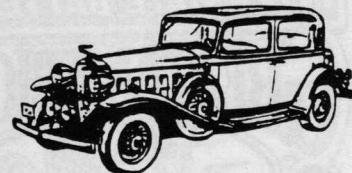
Mail To: KATHY KUNSELMAN
2650 E. Main Street
Canon City, CO 81212

Information: ELI ATCHISON (719) 275-7493
IVAN MORGAN (719) 275-5389
HAROLD HUNKER (719) 275-3552

May 22, 1993

Adult Admission: \$2.00
Registration 6:00 a.m. to 10:30 a.m.

Sponsored by
ROYAL GORGE CHAPTER
of
V.M.C.C.A.



FROM THE EAST TAKE
SERVICE ROAD AT DOZIER
AND K-BOB'S RESTAURANT

REYNOLDS

\$4.00 pre-registration
*6.00 at gate

FROM THE WEST TAKE
SERVICE ROAD AT
LINDNER CHEV. CO.

LINDNER CHEV. CO.

SERVICE ROAD

8

SERVICE ROAD

CANON INN

GAS

WAL-M-

DOZIER

K-BOB'S

STOP
LIGHT

HIGHWAY 50

STOP

Rocky Mountain Classic Chevy Club
12th Annual



All Chevy Day Car Show and Swap Meet

Saturday June 19, 1993
Jefferson County Fairgrounds
15200 West 6th Ave.

SWAP MEET

(OPEN TO ALL MAKES, NOT JUST GM)

Large Spaces Approx. 10'x20' are \$15

Gates Open at 6 am

for info. call Jim Billinger (303)431-1189

MODEL CAR CONTEST

3 divisions:

12 years and under

13-18 years

Adult

GENERAL ADMISSIONS:

Adults \$1.00

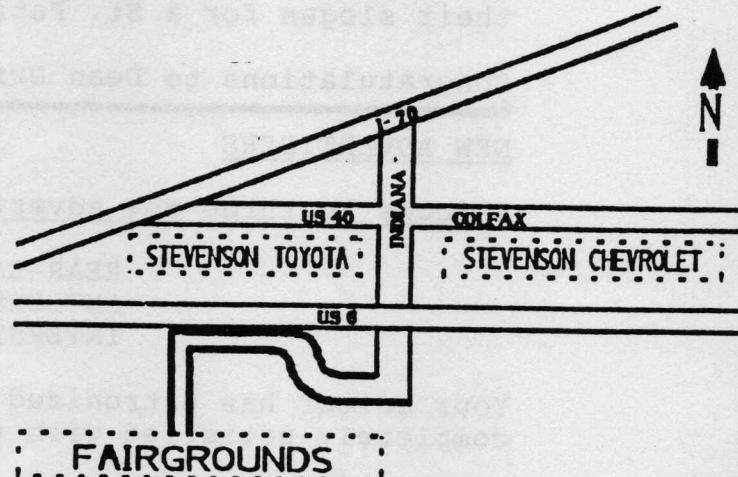
Children under 12 FREE

T-SHIRT SALES, CONCESSIONS,
MODEL CAR CONTEST AND
RESTROOMS ARE ALL
INDOORS!!!!

NO ALCOHOLIC BEVERAGES ALLOWED!!

Entry Fee is \$15. Pre-registrations received by June 12 will get one free t-shirt. Registrations received after June 12 or at the gate will pay \$15 but will not get a t-shirt. (Please specify T-shirt size on registration form below.) Judging starts at 11:00 am. Any registrants arriving after 11:00 am will not be judged. Classification criteria and show info. will be included with pre-registration packet, to be handed out the day of show or upon request by writing to R.M.C.C.C. P.O. Box 18882, Denver, Colorado 80218 or call Birdie Ritzdorf at (303) 289-4271. Classification/Registration on show day: Open at 7:30 am - Closed at 10:30 am. No Exceptions

MAKE CHECKS PAYABLE TO:
Rocky Mountain Classic Chevy Club (RMCCC)
P.O. Box 18882, Denver, CO. 80218



DASH PLAQUES * TROPHIES

DOOR PRIZES to be given away
throughout the day!

REGISTRATION: 7:30-10:30AM
for info. call Birdie Ritzdorf (303)289-4271

JUDGING STARTS 11:00am
Judges needed: for info. call
Steve Faucett (303)922-2672

OMISSIONS FROM MARCH MEETING AND BRUNCH REPORT

There were 23 members present for the March Meeting and Sunday Brunch at the Air Force Academy NCO Club on March 14.

On March 13, the PPCC was in the St. Patrick's Day Parade. The happy paraders included Bob and Joanne Feasel, Francine Webb, Bob Johnson and family, Bob and Wanda Wencel, and Ron and Sandy Lezon and family. It was a really fun parade and the weather cooperated for a change. "Good Morning America" also had us all chiming in their slogan for a St. Patrick's Day promo.

Congratulations to Dean Orfield who was recently married.

NEW ADVERTISERS

Welcome to three new advertisers in our DRIP LINE:

REAR-ENGINE SPECIALISTS
ANTLERS AUTO ELECTRIC
INTERSTATE BATTERIES

Your editor has patronized these businesses a few times and was completely satisfied with work and services provided by these businesses.

Let all of our advertisers know that you are members of the Corvair Club and that you appreciate their support of our club.



BOB'S SMALL ENGINE REPAIR

2 and 4 Cycle
Mowers, Chainsaws, etc.

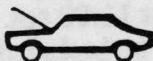
Bob Feasel
209 N. Institute
Colorado Springs, CO 80903



634-7792

INTERSTATE[®]
540 East Kiowa
Colorado Springs, Colorado 80903
(719) 577-4548
C. MAX CLARK
CHUCK CLARK
KEITH CRAIG
BILL ROBINSON

ALTERNATORS • STARTERS • GENERATOR



ANTLERS AUTO ELECTRIC

10 N. SPRUCE
COLORADO SPRINGS, CO 80905

KEN KRESS

PHONE 473-0579



5th DRIVE-IN MOVIE CRUIZE
To Benefit Canine Companions



Where: Aircadia Drive-In, 3201 E. Platte, Colorado Springs.

When: Saturday, June 19th. Gates open at 3 P.M. to "Cruizers"
Gates open at 5 P.M. to the public.

Dash Plaques to the first 200 participants.

All net proceeds to benefit Canine Companions.

Join us for: 1st Run Drive-In Movie
Car Show
Live DJ - Oldies & Classics
Valve Cover & Hood Ornament Races
Contests--Hula Hoop, Dance, Dress and more
Drawings for Grand Prizes from Divers Reef, Grainger
and many more Prizes.



For more information call 392-3715

JUNE BIRTHDAYS

4 - Linda Fox
9 - Doreen Dowswell
13 - Ruth Goodman

16 - Sandra Lezon
19 - Ray Schick



JUNE WEDDING ANNIVERSARIES

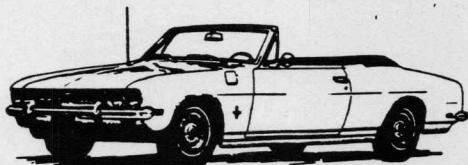
23 - John and Bobbi Koll
23 - Bob and Wanda Wenc1 (42)

Note: If you are having a wedding anniversary in the coming months
please call Bob or Wanda at 598-6507 and we will try to list
them in the DRIP LINE.

ALL IN A DAY'S WORK

If you're tired at the end of the day, it's no wonder. Your body
is a busy machine. Each day:

- * your heart beats 103,689 times
- * your blood travels 168,000 miles
- * you breathe 23,040 times
- * you eat 3.5 pounds of food
- * you drink 2.9 pounds of liquids
- * you perspire 1.43 pints
- * you speak 4,800 words
- * and you exercise seven million brain cells



WRECKMASTERS

BODY & FRAME

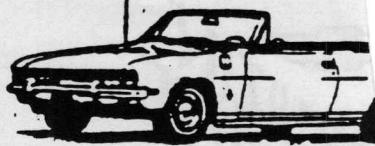


315 So. 14th St.
Colorado Springs, CO 80904
(14th & Cimarron, H-Way 24)

Quality Collision Repair & Painting

Jim J. Keeney
Owner

Bus. 520-1184
Res. 634-7378



DISCOUNT CORVAIR PARTS

Stop paying too much for Corvair parts and services! The Corvair Underground has been serving thousands of Corvair owners since 1975! We feature...

- * HUNDREDS OF REPRODUCTIONS
- * 1000'S OF NEW, USED AND REBUILT PARTS
- * SAME-DAY MAIL ORDER SERVICE
- * TOLL-FREE ORDER MACHINE
- * 30 DAY NO-RISK GUARANTEE
- * FREE NEWSLETTER (JUST ASK FOR IT!)
- * GIANT 1993 CATALOG (STILL ONLY \$4.00)
- * CREDIT CARDS, CHECK OR COD -
PHONE OR MAIL ORDERS OK!

Despite all the current events, you still have a choice in buying Corvair parts! Give us a try and see why so many buy from

Wall's CORVAIR UNDERGROUND

PO BOX 404 HILLSBORO, OR 97123

1-800-825-VAIR 1-503-640-5229 FAX 1-503-640-5532

PLEASE SUPPORT
OUR
ADVERTISERS

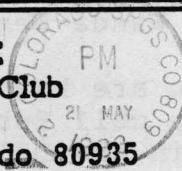
Steve Goodman



REAR-ENGINE SPECIALISTS

3801 W. Virginia
Denver, Colo. 80219 (303) 934-8783

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



SEND TO:

Mr Walter Hundertmark
15 El Paso Blvd #26
Manitow Springs, CO 80829-24

NEXT MEETING: JUNE 23, 1993

7:30 p.m. NCOA CLUB Hous

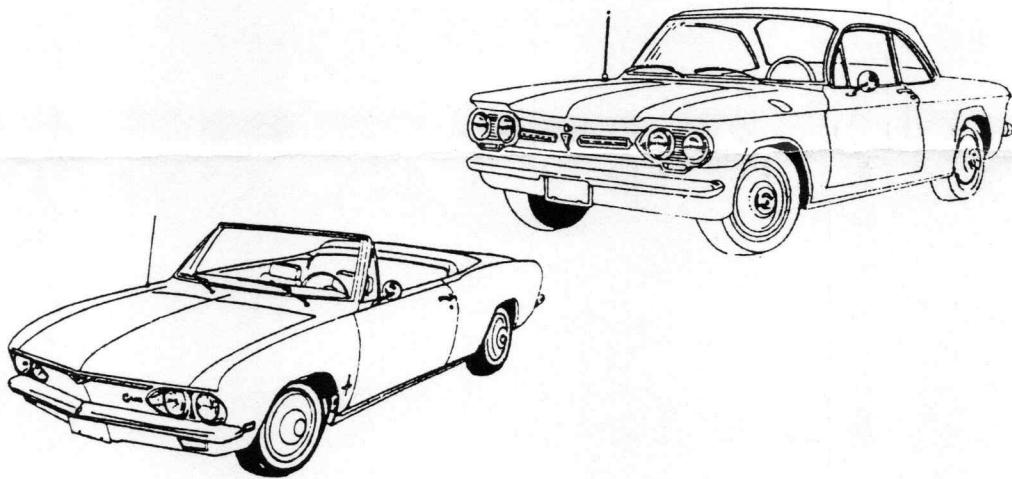
THE

DRIP LINE

VOL. XVI

NO. JUNE 1993

I ❤ CORVAIRS



A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA





Yest need had sidded considong nolised pulmunes adigao
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zed boyetne its a

PIKES PEAK CORVAIR CLUB

OFFICERS

President	Larry Neal	570-9694
Vice President	Bob Feasel	634-7792
Secretary	Ronald Lezon	636-1029
Treasurer	John Koll	593-1928
Member at Large	Ray Schick	392-8224
I.C.C.C. Representative	Walter Hundertmark	685-9495
Drip-Line Editor	Bob Wencel	598-6507
Membership	Ben Benzel	598-6886

All correspondence to the club or the 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. 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. Business card sized ads advertising business services of both members and non-members is ~~\$2.50 per month~~. To save time and money, advertisers should send in ~~\$15.00~~ for six months or ~~\$30~~ for one year of advertising. Larger ad rates available on request. Send your advertising check to Pikes Peak Corvair Club, Inc., P.O. Box 15034, Colorado Springs, CO 80935.

SPECIAL NOTE

Since our low cost copy printer is on vacation, a decision has been made to save money by reducing the size of this DRIPLINE.

ATTENTION ALL YOU GOOD PEOPLE

We are looking for a new person to type up the newsletter as your present editor is completing his third year on the job and is retiring at the end of 1993.

Anyone could do this job because Ben Benzel is so good at turning in his material and helps make the job alot easier by taking the typed material to the copy place of business.

--Bob

Mark Twain said: "To do good is noble; to teach others to do good is nobler and no trouble."

Our sympathy to John Koll, our long-time treasurer on the death of his wife Bobbie.

Despite recurring health problems, Bobbie had been very active in our club as well as other car clubs in the past and will be missed by all of us. We all enjoyed her friendship.

PICNIC

Our annual picnic this year will be 25 August at the NCOA Clubhouse on the Academy starting o/a 6:00 p.m. Beverage, meat & bread & utensils will be provided by the club. The remainder of goodies will be provided by our fine members--so plan on coming--bring a dish or two and lets all enjoy some nice company and delicious food.

CLARKS CORVAIR BOOKS

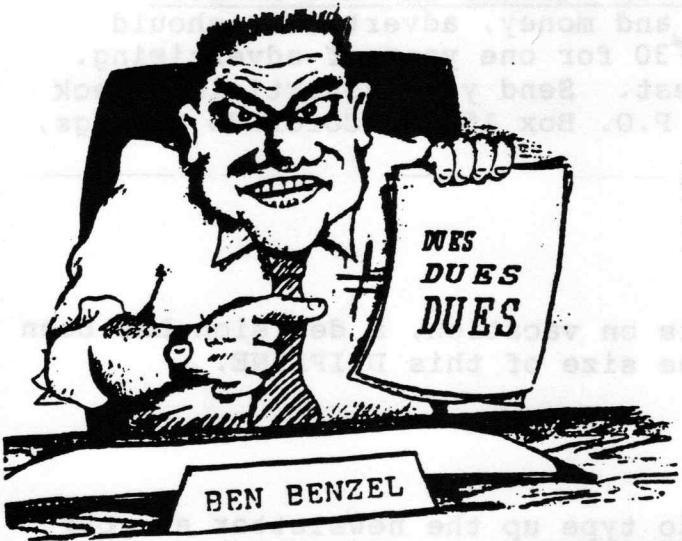
We have a few of the new catalogs left, so pick yours up or call Ben to reserve one.

MEMBERSHIP

The following named members have dues now due or past due. We truly value your membership in the Pikes Peak Corvair Club. The 10.00 per year dues can be mailed to Pikes Peak Corvair Club Inc., P.O. Box 1503 Colorado Springs, CO 80935 if you can not attend a meeting. Please call Ben Benzel at 598-6886 if you have a question.

* Paul DeVaughn 5/93
Chuck Harlow 6/93
Jim Richards 6/93
Jim Ross 6/93
* Francine Webb 5/93

* This is your final notice and DRIPLINE. Please consider renewal NOW!! We will miss you.



PERSONALIZED CAR CARE

BRAKES - TUNE UP - ELECTRICAL

AIR CONDITIONING SERVICE

AUTO EMISSIONS TESTS

HANK'S AUTO SERVICE

CORVAIR SERVICE

221 North Iowa

Colorado Springs, CO 80909

632-2843

Hank Brown - Owner



NCOA®

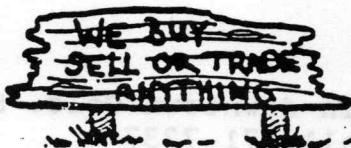
SERVICE CENTER

E.L. "BEN" Benzel

Senior Master Counsellor

(719) 599-8725

GENERAL AGENT FOR
ACADEMY
LIFE INSURANCE GROUP



ALMOST

FOR SALE: 1961 Greenbriar 80 hp. 4spd. 3.89 axle 84K mi., corsa clutch, new tires, runs and drives great. some parts go with it. ~~\$~~ 800.00 o.b.o.

1965 Monza convertible 25K on completely rebuilt 110 eng. clutch etc. 4 spd. 3.55 axle, many new parts. Some rust and needs top and paint. Runs and drives like new. ~~\$~~ 1,500.00 o.b.o.

Call George & Cindi Hupp 749-2689.

FOR SALE: 1966 Monza 4dr hardtop. Excellent condition and original factory air conditioning. New radial tires. Only 60,283 miles. ~~\$~~ 1,500.00.

Call Bob Wenc1 598-6507

FOR SALE: 1962 Corvair Rampside. Ran fine when I parked it 8 years ago. I'm moving and have to sell it. Its 100 percent complete except for 2 parts: Interior rear view mirror and right rear tailgate latch lever. White with chrome bumpers--minor body rust. ~~\$~~ 1,500.00

R. M. Klippstein
1000 C&Y Rd 252
Rifle, CO 81650
303-625-2536 Home
303-625-1700 Work

FOR SALE: Mr. Holland of Utah passed away 2 years ago and left quite a collection of parts; also, a customized 64 Corvan (Greenbriar), a 1960 4dr sedan and 62 coupe. Mrs. Holland says the many parts mentioned above have been protected from elements and clean. ~~\$~~ 2,300 for entire package. She has a friend who has a 64 Turbo engine which is enclosed in a crate.

Call or write to: Hildur S. Holland
P.O. Box 391
Monroe, Utah 84754
801-527-4091 after 6 p.m.

FOR SALE: Almost N.O.S. 110 hp. universal block, crank, cam, under 100 mi. from crate. Also pair 110 heads completely rebuilt with new guides and exhaust valves. All for ~~\$~~ 400.00 o.b.o. Call: George Hupp 749-2689

CARS FOR SALE:



'61 Corvair 4 door, automatic, 110 HP, new front suspension parts, new floors, \$1000 obo. Call 528-5629.
DALE OR JUDY CARRAWAY



'61 Chevy Corvair Station Wagon 3 speed, 110 HP, new front suspension parts, new brakes, \$1000 obo. Call 528-5629.

Here's What's Going On...

June 26 (Sat) Spring Spree Auto Show in downtown Colo. Springs.
Info call 471-7237

June 30 Great American Race - Shine Time - Bancroft Park
Old Colorado City. Meet the racers and see their
cars. See page 7 of May Drip Line for complete
details.

July 26 - 27 Pikes Peak Chapter of VMCCA car show in Rustic
Hills Mall.

July 25 1st Annual "All American" Compact Car Show &
Swap Meet -- Sheridan High School, 3201 West
Oxford Ave. Sponsored by Mile Hi Falcon Club
of America. Info (303) 933-9754 or 986-9268.

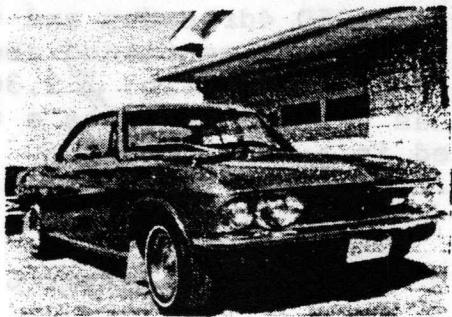
July 31 2nd Annual All Chevy Show. See page 6 for
details and registration Form.

August 25 PPCC Picnic at NCOA Clubhouse 6 p.m. See page 2
for complete details.

JULY BIRTHDAYS

9 Pat Wood
11 Jim Richards
13 Ben Benzel

25 Billie Vinson
27 Brad Mauger
29 Mike Peed



BOB'S SMALL ENGINE REPAIR

2 and 4 Cycle
Mowers, Chainsaws, etc.

Bob Feasel
209 N. Institute
Colorado Springs, CO 80903



634-7792

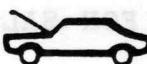


540 East Kiowa
Colorado Springs, Colorado 80903
(719) 577-4548

C. MAX CLARK
CHUCK CLARK

KEITH CRAIG
BILL ROBINSON

ALTERNATORS • STARTERS • GENERATOR

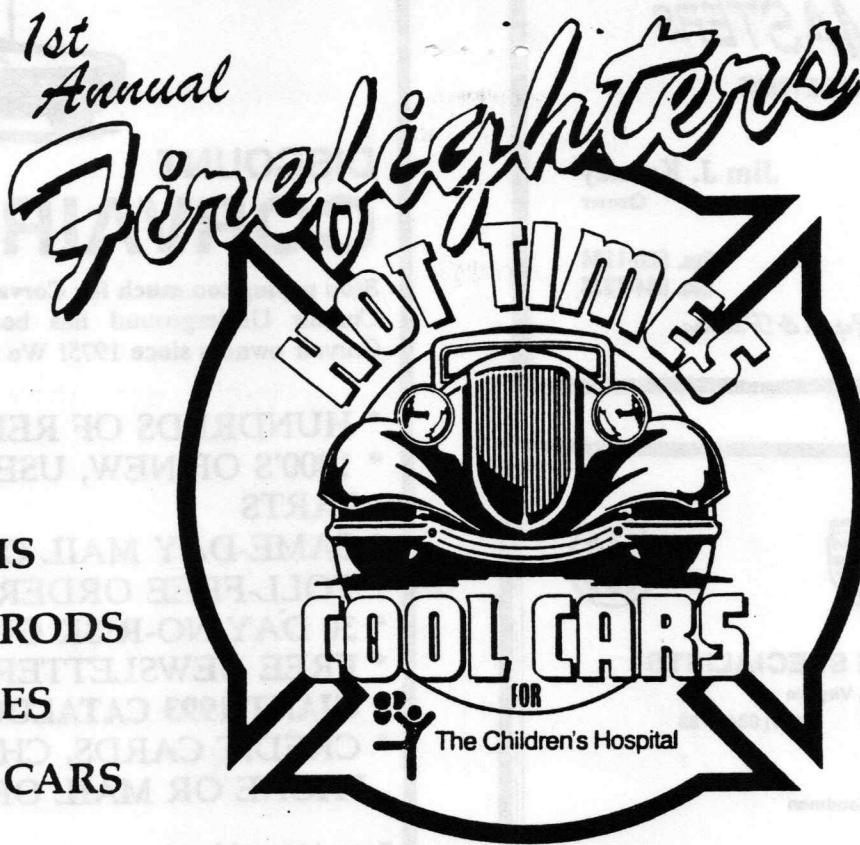


ANTLERS AUTO ELECTRIC

10 N. SPRUCE
COLORADO SPRINGS, CO 80905

KEN KRESS

PHONE 473-0579



- CUSTOMS
- STREET RODS
- ANTIQUES
- SPORTS CARS

- CLASSICS
- RACE CARS
- MOTORCYCLES
- BOATS

Charity
AUTO SHOW
 For
 THE CHILDREN'S HOSPITAL
 BURN CENTER

Sunday, August 29, 1993
ARVADA CENTER
FOR ARTS AND HUMANITIES
 (68th & Wadsworth)

Starring
THE NACHO MEN

GRAND PRIZE: LAS VEGAS GETAWAY

Featuring:

- Pancake Breakfast
- Clowns
- Puppets
- Games
- Door Prizes
- Arts & Crafts Show
- Celebrity Cars
- Firehouse Chili

WRECKMASTERS

BODY & FRAME

BODY & FRAME

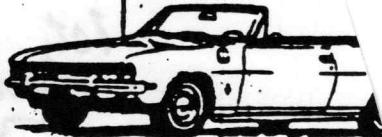


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(14th & Cimarron, H-Way 24)

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DISCOUNT **CORVAIR PARTS**

Stop paying too much for Corvair parts and services! The Corvair Underground has been serving thousands of Corvair owners since 1975! We feature...

- * HUNDREDS OF REPRODUCTIONS
- * 1000'S OF NEW, USED AND REBUILT PARTS
- * SAME-DAY MAIL ORDER SERVICE
- * TOLL-FREE ORDER MACHINE
- * 30 DAY NO-RISK GUARANTEE
- * FREE NEWSLETTER (JUST ASK FOR IT!)
- * GIANT 1993 CATALOG (STILL ONLY \$4.00)
- * CREDIT CARDS, CHECK OR COD -
PHONE OR MAIL ORDERS OK!

Despite all the current events, you still have a choice in buying Corvair parts! Give us a try and see why so many buy from

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**PLEASE SUPPORT
OUR
ADVERTISERS**



SEND TO:

THE DIP LINE 80935
Pikes Peak Corvair Club JUN
P.O. Box 15034 1993
Colorado Springs, Colorado 80935



Mr Walter Hundertmark
15 El Paso Blvd #26
Manitow Springs, CO 80829-24

THE DRIP LINE

VOL. XVI NO. JULY 1993

 Here's What's
going on...

July 18 Mystery Tour, Wine & Cheese Party and July membership meeting. See page 2 for complete details.

July 25 1st "All-American" Compact Show and Swap Meet in Denver. See page 8 for details.

July 31 2nd Annual All Chevy Show. See page 7 for details.

August 22 Rocky Mountain Corsa Club (Denver) have invited us to their Gala BBQ Picnic and Swap Meet. See president's message on page 1 for meeting place and page 6 for particulars.

August 25 Our annual picnic at the NCOA Clubhouse on the Academy grounds starting o/a 6:00 p.m. Beverage, meat, bread and utensils will be provided by the club. The remainder of goodies will be provided by our fine members--so plan on coming--bring a dish or two and let's all enjoy some nice company and delicious food.

A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA





PIKES PEAK CORVAIR CLUB

OFFICERS

President	Larry Neal	570-9694
Vice President	Bob Feasel	634-7792
Secretary	Ronald Lezon	636-1029
Treasurer	John Koll	593-1928
Member at Large	Ray Schick	392-8224
I.C.C.C. Representative	Walter Hundertmark	685-9495
Drip-Line Editor	Bob Wencel	598-6507
Membership	Ben Benzel	598-6886

All correspondence to the club or the 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. 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. Business card sized ads advertising business services of both members and non-members is \$2.50 per month. To save time and money, advertisers should send in \$15.00 for six months or \$30 for one year of advertising. Larger ad rates available on request. Send your advertising check to Pikes Peak Corvair Club, Inc., P.O. Box 15034, Colorado Springs, CO 80935.

PRESIDENT'S MESSAGE

Well it looks like summer is finally here! Time to get those cars out and about. The Tri-State was very enjoyable down in Alamosa and the Rocky Mountain Club deserves a big hand. I actually took my convertible! Jim Richards won the people's choice award and Ben got an award in the economy run--way to go!

It's not too early to start planning for the Ball ~~Car~~ Classic this September. We have a choice of Sept. 5, 6, or 7th.

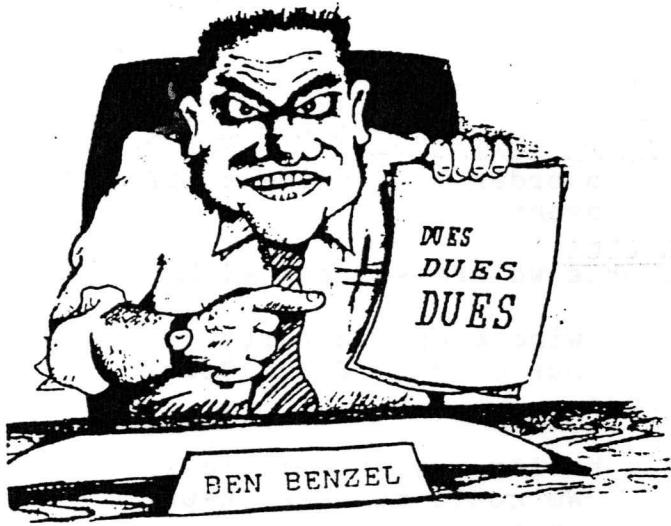
The Rocky Mountain Corsa Club (Denver) has invited us to a picnic this August 22nd. Should be an enjoyable time. We are planning on meeting at the west Sears parking lot at Chapel Hills Mall around 9:45 a.m. and driving up as a group. For more information see announcement in this newsletter.

We hope to see everyone at our little tour/get-together this month on July 18. It's being hosted by Bob and Wanda Wencel. If you haven't been around in a while why not plan on attending? Details on page 2.

Be see'n ya!

Larry

MEMBERSHIP



The following named members have dues now due or past due. We truly value your membership in the Pikes Peak Corvair Club. The 10.00 per year dues can be mailed to Pikes Peak Corvair Club Inc., P.O. Box 1503, Colorado Springs, CO 80935 if you can not attend a meeting. Please call Ben Benzel at 598-6886 if you have a question.

* Chuck Harlow 6/93
George Hupp 7/93
* Jim Ross 6/93

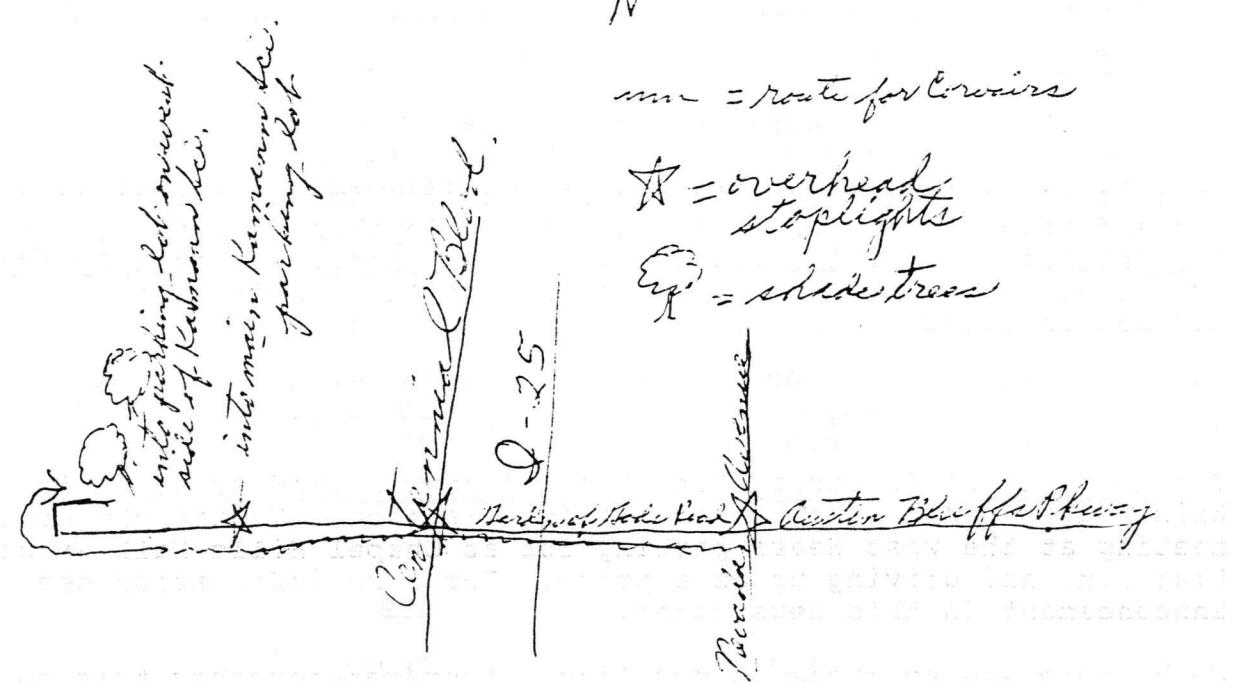
* This is your final notice and DRIPLINE. Please consider renewal NOW!! We will miss you.

It's Party Time!

On July 18th, we'll meet in the west parking lot of Kamann Sciences on the Garden of the Gods Road and leave at 1:00 p.m. to take an interesting drive and mystery tour led by Bob Wencel. This will be an easy and relaxing tour. Later we'll enjoy a wine and cheese party outdoors at Bob and Wanda's home. Please come and enjoy this fun activity with your Pikes Peak Corvair Club. We need you.

If your Corvair isn't running, meet us at the Kamann Sciences west parking lot in your modern car and you're sure to have a good time. Please bring a couple of lawn chairs, if possible.

If you plan to join us, please call Bob or Wanda Wencel at 598-6507 by July 14th.



SECRETARY'S REPORT

The Pikes Peak Corvair Club was called to order by President Larry Neal June 23, 1993. There were 20 members present.

The Treasurer's Report: John Koll reports we are solvent with \$1,189.

Larry talked to Bob Wencel about having a wine & cheese party at his house after an easy tour. We could tour Garden of the Gods. We voted for the club to pay for the food.

Larry also talked to Brad Kidwell about having a joint picnic with the Denver Corvair Club on August 22nd. We could meet at Chapel Hills Mall and tour together up to Denver around 11 a.m.

ICCC Report: Walt says there is one more ladies nite for our car clubs on July 27th. Contact Kay Thomas, 101 Trump Ave., CS/CO.

The Great American Race will come through Colorado Springs Wednesday June 30th. There will be a car show around Bancroft Park.

--Ron Lezon

PICNIC MONTH

August is picnic time. Rocky Mountain Corsa, our neighbors have invited us to their area for gathering Sunday, 22 August. Let's have a good showing and we will caravan to Bob Attwood's home departing from Chapel Hills Mall--west end near Sears--departing 10:00 a.m. See flyer elsewhere in this issue. *page 6.*

--Ben Benzel

WELCOME NEW MEMBERS

Let's give a PPCC welcome to Terri Lawrence & Barry Adams. They live in Colorado City and are proud owners of a 60 Corvair 4dr and a 65 Monza convertible. Welcome to our fine club and we hope to see you around.

--Ben Benzel

AUGUST BIRTHDAYS

6	-	Evelyn Halverson	14	-	Francine Webb
8	-	Judy Carraway	29	-	Rosie Kalbfleish
10	-	Fred Kalbfleish	30	-	Bev Mathies
			31	-	Marcia Schuck

ROSTER CHANGES

Add Change

Jim & Lillian Block 8010 Wright Rd.

Add

Terri Lawrence / Barry Adams
P.O. Box 277
Colo. City, CO 81019
676-4019

WELCOME A NEW ADVERTISER

TERRY McKENNA is our newest advertiser and supporter. Terry is prepared to meet all of your filter and lubricant needs. Thank him for his support.

MOTOR OIL, ATF,

LIFETIME AIR FILTERS, 2-CYCLE



SYNTHETIC LUBRICANTS

TERRY McKENNA

AMSOIL DEALER

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Colorado Springs, CO 80918
(719) 598-0743

OIL, GEAR LUBE

SYNTHETIC GREASE, QUALITY OIL FILTERS

BOB'S SMALL ENGINE REPAIR

2 and 4 Cycle
Mowers, Chainsaws, etc.



Bob Feasel
209 N. Institute
Colorado Springs, CO 80903

634-7792

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BRAKES - TUNE UP - ELECTRICAL
AIR CONDITIONING SERVICE
AUTO EMISSIONS TESTS
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CORVAIR SERVICE
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632-2843

Hank Brown - Owner



540 East Kiowa
Colorado Springs, Colorado 80903
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ANTLERS AUTO ELECTRIC

10 N. SPRUCE
COLORADO SPRINGS, CO 80905

KEN KRESS

PHONE 473-0579



NCOA

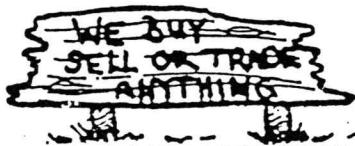
SERVICE CENTER
E.I. "BEN" Benzel
Senior Master Counsellor

(719) 599-9725

GENERAL AGENT FOR
ACADEMY
LIFE INSURANCE GROUP

3930 Encino St.
Colorado Springs, CO 80918

TO ALL MEMBERS WHO MAY BE ILL--OUR PRAYERS
FOR A SPEEDY RECOVERY. TO THOSE WHO HAVE
LOST A LOVED ONE, OUR DEEPEST SYMPATHY.
TO THOSE WHO ARE CELEBRATING A SPECIAL DAY --
CONGRATULATIONS!!



FOR SALE: 1966 Monza 4dr hardtop. Beautiful white auto with blue interior. Excellent body and strong engine. Original factory air conditioning. New radial tires. Only 60,400 miles. \$1,500.

Call Bob Wenc (719) 598-6507

FOR SALE: 1964 110hp engine. Rebuilt, complete and ready to install. All sheetmetal powdercoated black, bright plated lines and accessories. Very pretty engine ready to go. \$2,600. To see, contact Larry Neal at 570-9694

FOR SALE: 1963 4dr, automatic, \$800. Contact Earl McDaniel at 719-655-2565

FREE: Just haul away. 1961 4dr automatic. Contact Mel Murr at 683-3278

WANTED: Engine from van or pickup (prefer 110hp) to fit my rampside. Please call Terry McKenna at (719) 598-0743

CARS FOR SALE:

April 27, 1993

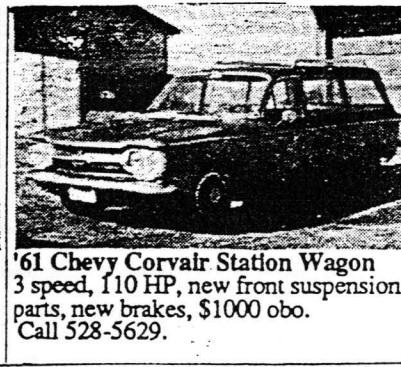
Brad Kidwell, President
Rocky Mountain CORSA
9002 E. Nassau Ave.
Denver, Co. 80237

Dear Brad,



'61 Corvair 4 door, automatic; 110 HP, new front suspension parts, new floors, \$1000 obo. Call 528-5629.

DALE OR JUDY CARRAWAY



'61 Chevy Corvair Station Wagon 3 speed, 110 HP, new front suspension parts, new brakes, \$1000 obo. Call 528-5629.

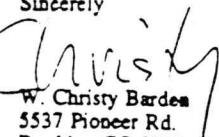
The Ultra Van club will be having its annual National Rally in the Rocky Mountain National Park this September. We have set aside Sunday September 19th as "Corvair Day". We are inviting all Corvair owners and enthusiasts to join us in Estes Park on that date. There should be about 40 Ultra Vans attending. This would afford an opportunity for any of your members to see just what these vehicles are really like. They are all different, and with 40 or so units there, you will see just about all of the different kinds that were built.

We will be serving free soda pop, donuts and rolls to all those that attend. We have set from noon to 5:00 PM as a time frame for visiting and showing our Vans. You may bring as many people as you wish. It would be nice to see some of this nice Corvairs that live in the Front Range area. Great photo opportunities.

We will be parked at the Spruce Lake RV Park that is on Mary's Lake Rd, just off Hwy 36 on the west end of Estes Park and before the entrance to the Rocky Mountain National park. It should make for a good Sunday drive and outing.

Let me know if this will work out for your group.

Sincerely


W. Christy Bardean
5537 Pioneer Rd.
Boulder, CO 80301
(303) 786-8502





ANNUAL FRONT RANGE
BBQ AND SWAP MEET
TO BE
HELD THIS YEAR AT
BOB & LORA ATTWOOD'S

SUNDAY AUGUST 22, 1993

ALL CORVAR PERSONS ARE INVITED TO A GALA BBQ PICNIC AND SWAP MEET. PLEASE MARK THE DATE ON YOUR CALENDAR.

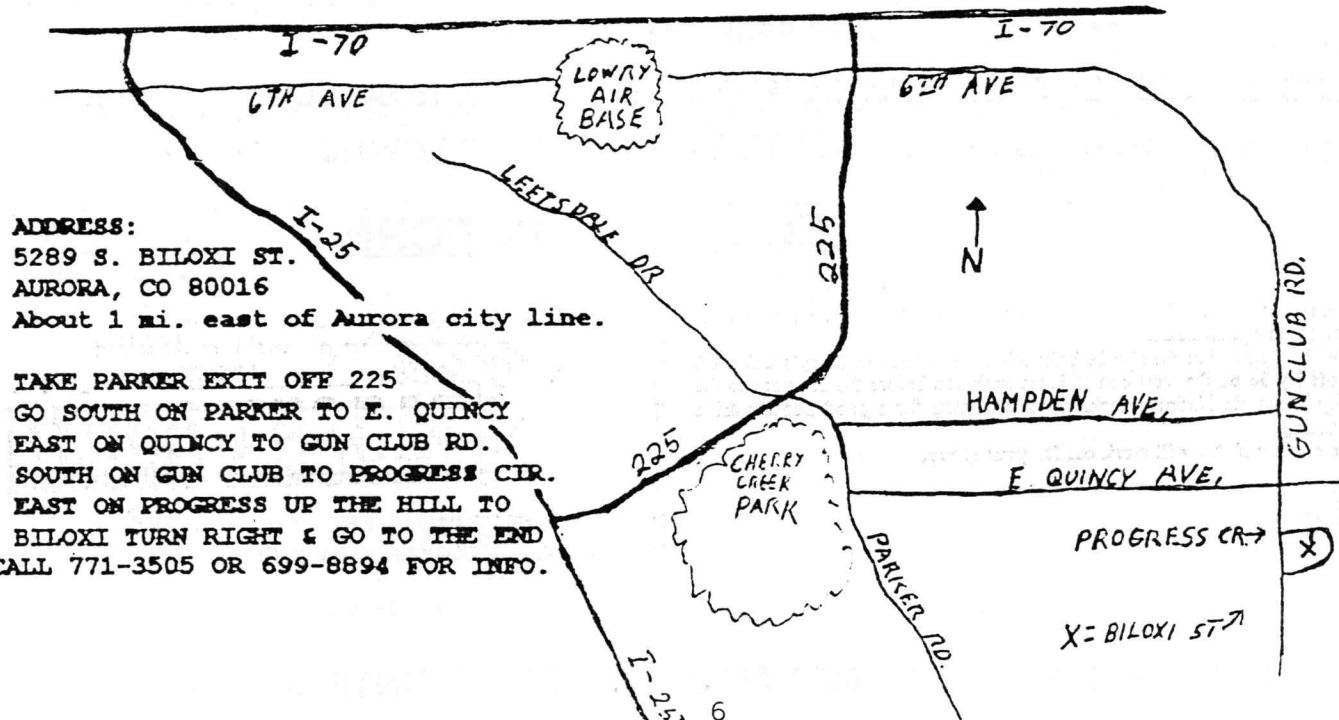
THIS IS AN ALL YOU CAN EAT AFFAIR . BBQ HAMBURGERS AND HOT DOGS WITH ALL THE TRIMMINGS, ALONG WITH SODA POP, BEER AND COFFEE.

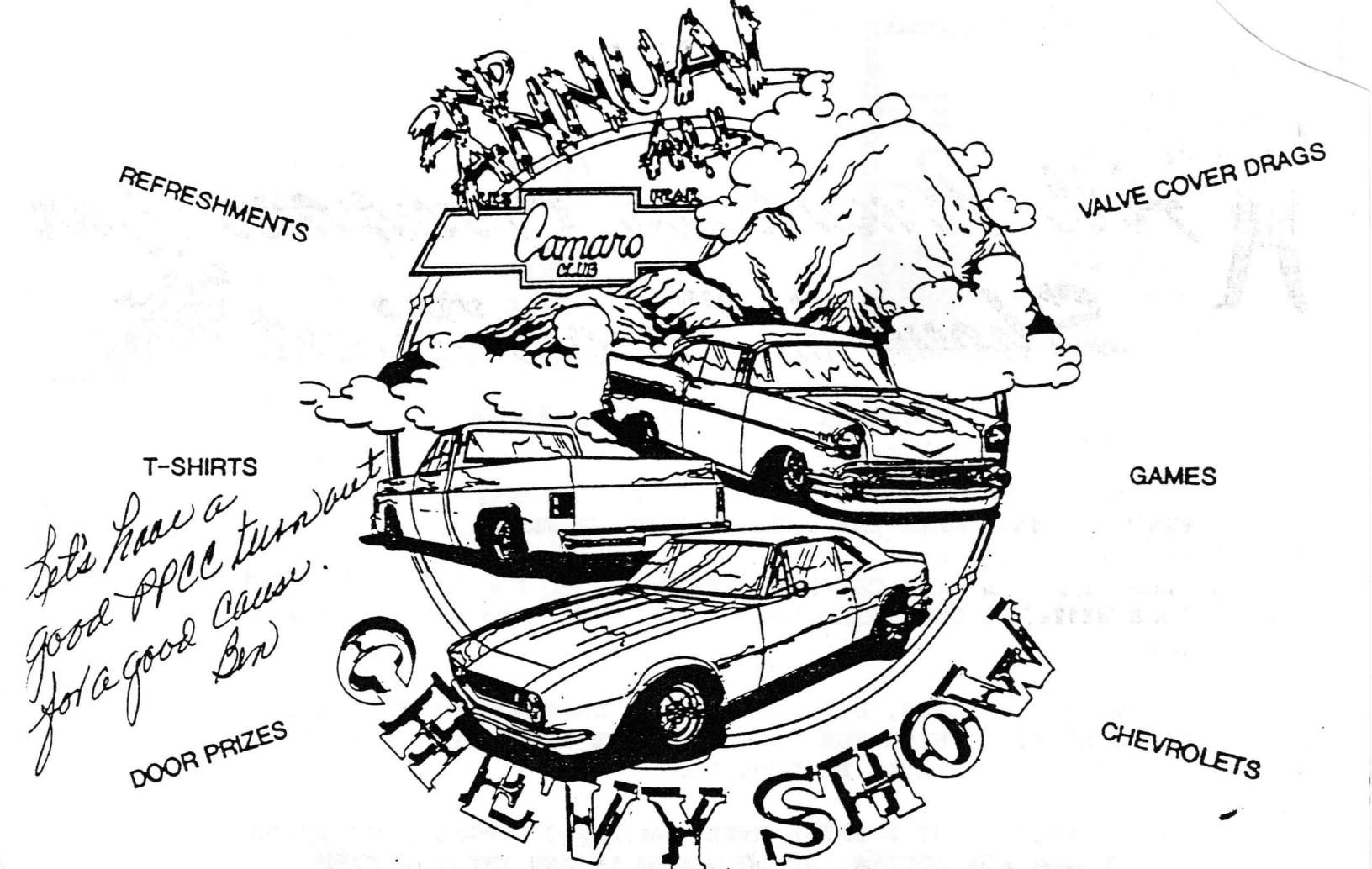
PLEASE BRING CHIPS, DIPS, SALADS OR DESSERTS OR WHAT EVER
YOU LIKE TO GO WITH THE BBQ AND SHARE WITH YOUR FRIENDS,
EVERYTHING ELSE WILL BE PROVIDED.

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

SWAP MEET WILL BE IN 40'X 40' BARN WITH SANDY CLAY FLOOR SO
BRING TABLES OR GROUND CLOTHS TO DISPLAY YOUR PARTS OR OTHER
ITEMS FOR SALE. BBQ WILL BE AT HOUSE PATIO OR GARAGE
DEPENDING ON WEATHER. [NO HORSES HAVE EVER BEEN IN BARN]

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





WHEN: JULY 31, 1993

WHERE: THE CITADEL MALL NORTH PARKING LOT

OPEN TO ALL MAKES AND MODELS OF CHEVY CARS AND TRUCKS AND OTHER CHEVY POWERED VEHICLES
DONATIONS ACCEPTED AT THE GATE FOR THE BENEFIT OF PIKES PEAK HOSPICE

ENTRY FEE IS \$10.00 IF RECEIVED BY JULY 15 - \$12.00 AFTER THAT DATE

SHOW STARTS AT 9:00 AM TROPHY PRESENTATION AT 3:00 PM

VALVE COVER DRAG STARTS AT 1:00 PM ENTRY FEE IS \$5.00

MAKE CHECKS PAYABLE TO: PIKES PEAK CAMARO CLUB

SEND ENTRIES TO: PIKES PEAK CAMARO CLUB, P.O. BOX 15064, COLORADO SPRINGS, CO 80935

FOR MORE INFORMATION, CONTACT BRIAN (596-1160) OR HOWARD (472-1418)

REGISTRATION FORM

VALVE COVER DRAG ENTRY
 CAR SHOW ENTRY

NAME: _____

ADDRESS: _____

ZIP: _____

TYPE OF VEHICLE (YEAR AND MODEL): _____

CLASS (CHECK ONE):

CAMARO
 CORVETTE
 55-57
 STREETROD

BIG CARS-CHEVELLE, IMPALA, ETC.
 SMALL CARS-NOVA, CORVAIR, VEGA, ETC.
 TRUCKS, EL CAMINO

ADDITIONAL CLASSES WILL BE ADDED AT THE CLUB'S DISCRETION

CHECK-IN WILL START AT 6:00 AM AND WILL GO UNTIL 8:30 AM



1st Annual!

"All-American" Compact Car Show & Swap Meet

★ Sunday ★ July 25th



SHERIDAN HIGH SCHOOL 3201 W. OXFORD AVE.

Show 11am. - 4pm.

Swap Meet 10am. - 4pm.

Set Up 9am.



Sponsored by Mile Hi Chapter, Falcon Club Of America
Concessions & Picnic Area!

HIGH SCHOOL ENTRIES WELCOMED AND ENCOURAGED IN ALL CLASSES!

SHOW CARS -- \$15.00 fee per car includes cast plaque & participation trophy
PROJECT/DRIVER CARS -- \$5.00 fee per car -- fee includes dash plaque
SWAP MEET SPACE -- \$10.00 per 10' x 10' space
CARS FOR SALE -- \$5.00 per car

3500 S
hampden ave

3000 W
ederal blvd

4100 S
oxford ave



For more information call: Lenny Kellogg -- 933-9754 or Tom Botkin -- 986-9268
Cut and mail to Lenny Kellogg, 4755 South Tabon Street, Morrison, CO 80465-1935

***** Make ALL Checks Payable to "Mile Hi Chapter, F.C.A." *****

NAME _____ PHONE _____

ADDRESS _____

CAR/YEAR/MAKE/MODEL _____ CLASS _____ SWAP SPACE _____

8

TOTAL

WRECKMASTERS

BODY & FRAME



315 So. 14th St.
Colorado Springs, CO 80904
(14th & Cimarron, H-Way 24)

Quality Collision Repair & Painting

Jim J. Keeney
Owner

Bus. 520-1184
Res. 634-7378

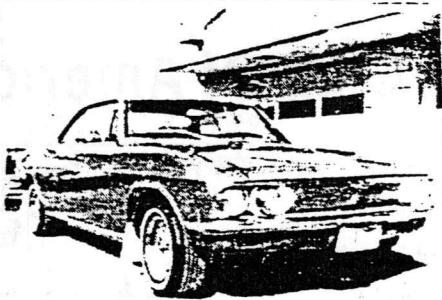


REAR-ENGINE SPECIALISTS

3801 W. Virginia
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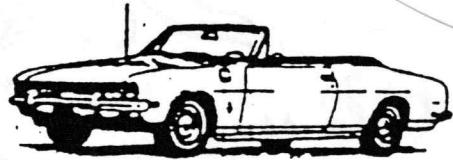
Steve Goodman

**PLEASE SUPPORT
OUR
ADVERTISERS**



SEND TO:

Mr Walter Hundertmark
15 El Paso Blvd #26
Manitow Springs, CO 80829-245



DISCOUNT CORVAIR PARTS

Stop paying too much for Corvair parts and services! The Corvair Underground has been serving thousands of Corvair owners since 1975! We feature...

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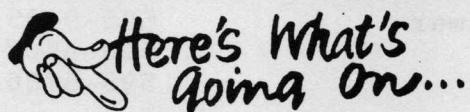
Wall's CORVAIR UNDERGROUND
PO BOX 404 HILLSBORO, OR 97123
1-800-825-VAIR 1-503-640-5229 FAX 1-503-640-5532



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

THE DRIP LINE

VOL. XVI NO. AUGUST 1993



August 22 Annual Front Range BBQ & Swap Meet sponsored by Rocky Mountain Corsa. See page 3 for full details.

August 25 Our annual picnic at the NCOA Clubhouse. See page 10 for full details.

September 5 Labor Day Balloon Classic and Corvair Display. See page 10 for full details.

September 18 Black Hawk Classic Car Show. Details on page 7.

September 19 Corvair Day at the Ralley in the Rockies. See page 2 for details.

November 12-14 Great Western Fanbelt Toss & Swapmeet. See pages 4 & 5 for details.

A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA





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PRESIDENT'S MESSAGE

Hello from San Jose!

I'm just about to leave for California as I write this, but I wanted to leave a few reminders first. Don't forget the picnic in Denver this month. We'll be meeting at the Chapel Hills Mall and driving up together or find the directions in the DRIP LINE. Also this month's meeting is our annual picnic so plan on attending!

--Larry

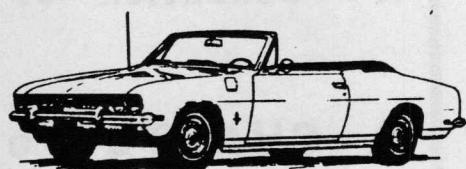
What'd He Say??

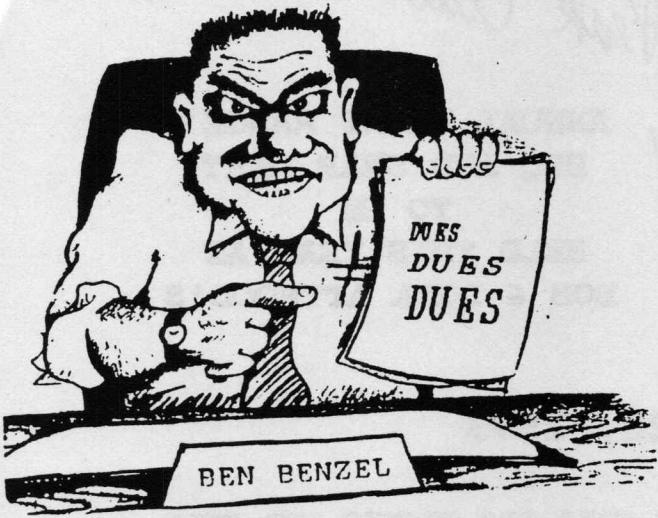
THE policeman pulled over an elderly driver and said, "My gosh, man, didn't you realize your wife fell out of the car 3 miles back?"

"Thanks be to God," exclaimed the old gent, "I thought I'd gone deaf!"

JOHN KOLL SAYS

**If It Ain't
Broke,
Don't Fix It**





MEMBERSHIP

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* Chuck Harlow	6/93
Marshall Hesler	8/93
*George Hupp	7/93
Sidney Jones	8/93
Jerry Murphy	8/93
* Jim Ross	6/93

* Denotes FINAL NOTICE--PLEASE RENEW NOW!;

We have more new members in our fine Club. Let's welcome BOB and RUTH SPARLING, 1133 G St. Salida, CO 81201 (719) 539-2204. They have 7 Corvairs.

Welcome to BILL & GLENDA DECKER, P.O. Box 72, Salida, CO 81201 (719) 539-3243. Bill has a '61 Rampside.

Welcome to MISTY DECKER, same address & phone as Bill & Glenda Decker. Misty is our youngest and pretty member of our Club. Misty proudly has a '65 Convertible. Welcome to our club and we hope to see all of you at our picnic or again sometime.

Are you a member of the Corvair Society of America? Application is enclosed and a subscription makes a great present. See Ben or call if you have a question. Thanks.

Ben Benzel, Membership

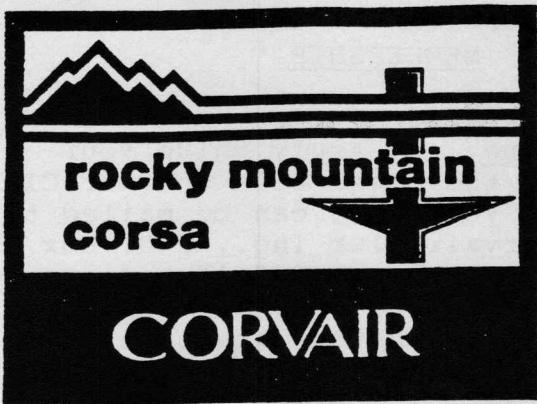
RALLY IN THE ROCKIES



The Rocky Mountain National Park will be the site of the ULTRA VAN ANNUAL NATIONAL RALLY 15-23 September 93. The Space Lake RV Park just off Highway 36 on the west end in Estes Park, CO will be the camp. They have set aside Sunday, September 19th as "Corvair Day". All Corvair owners and enthusiasts are invited to join them on this date. There should be about 40 Ultra Vans, so you will be able to see just about all the different kinds built. A time from noon to 5:00 p.m. is time frame for visiting and showing vans. They will be serving free soda pop, donuts & rolls to all those that attend. Come to think of it the aspen trees may be turning so it should be a beautiful drive, so come on PPCC members up to Estes Park on September 19.

--Ben B.

-- Always behave like a duck--keep calm and unruffled on the surface, but paddle like the dickens underneath! --



Pikes Peak Club

Invited

ANNUAL FRONT RANGE
BBQ AND SWAP MEET
TO BE
HELD THIS YEAR AT
BOB & LORA ATTWOOD'S

SUNDAY AUGUST 22, 1993

ALL CORVAR PERSONS ARE INVITED TO A GALA BBQ PICNIC AND SWAP MEET. PLEASE MARK THE DATE ON YOUR CALENDAR.

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

PLEASE BRING CHIPS, DIPS, SALADS OR DESSERTS OR WHAT EVER YOU LIKE TO GO WITH THE BBQ AND SHARE WITH YOUR FRIENDS, EVERYTHING ELSE WILL BE PROVIDED.

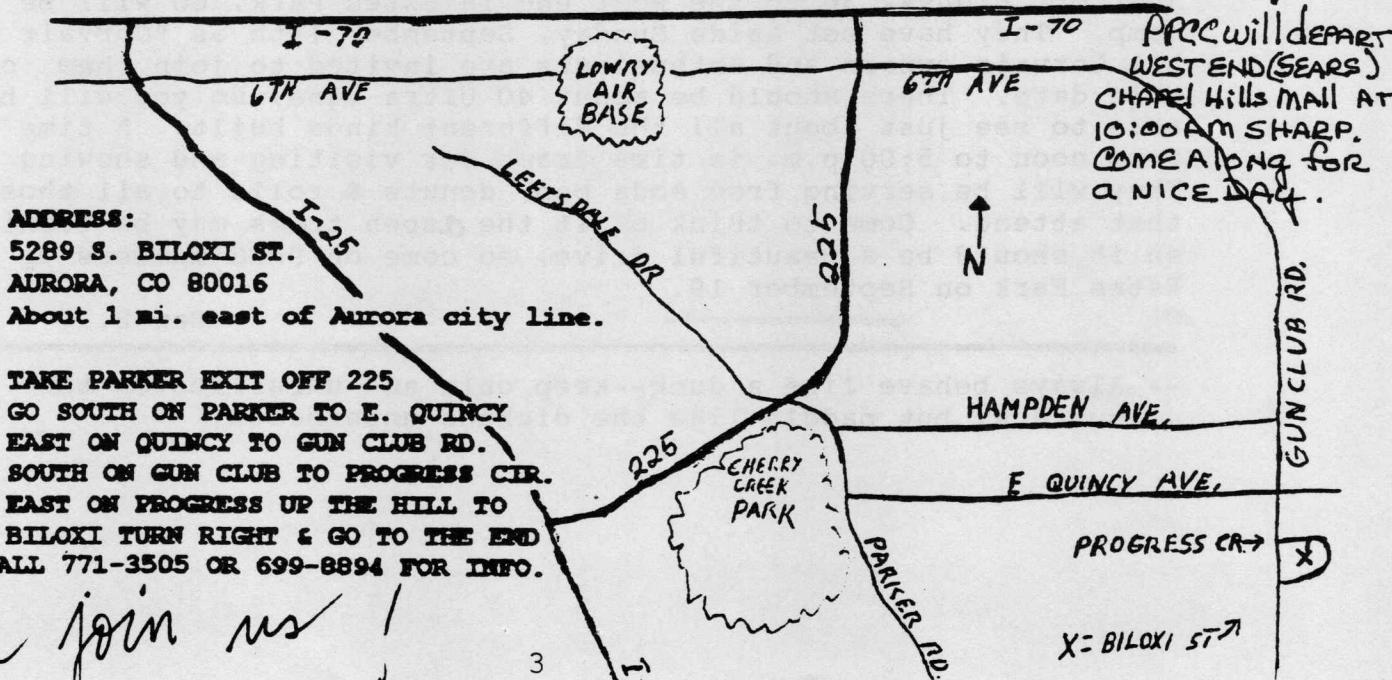
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PLAN TO ARRIVE AT ABOUT 11:00 AM FOR A DAY OF FUN AND FELLOWSHIP. BRING FOLDING CHAIRS. SEE MAP FOR DIRECTIONS.

PPCC MBR'S

PPCC will depart
WEST END (SEARS)
CHAPEL HILLS MALL AT
10:00 AM SHARP.
COME ALONG FOR
A NICE DAY.



ADDRESS:
5289 S. BILOXI ST.
AURORA, CO 80016
About 1 mi. east of Aurora city line.

TAKE PARKER EXIT OFF 225
GO SOUTH ON PARKER TO E. QUINCY
EAST ON QUINCY TO GUN CLUB RD.
SOUTH ON GUN CLUB TO PROGRESS CIR.
EAST ON PROGRESS UP THE HILL TO
BILOXI TURN RIGHT & GO TO THE END
CALL 771-3505 OR 699-8894 FOR INFO.

Come join us!

Great Western Fanbelt Toss & Swapmeet

November 12-14, 1993

Inland Empire Corvair Club is pleased to be your host for the 16th Annual GWFBT&SM, Nov. 12-14, 1993. Festivities will be held on the field adjacent to Angel Stadium, located at Baristo Rd. & Pavilion Way, Palm Springs, CA.

REGISTRATION- A form to register for the various events of the weekend is attached to this information sheet. Please return it by the designated deadline date. On site purchase of banquet tickets will be slightly higher and you'll risk the chance that they will be sold out.

The gates at the field will open at 12:30 P.M., Friday, Nov. 12th for you to pick up your packet. Those having pre-registered for a swap meet space or RV space may begin to set up at that time. We strongly suggest pre-registration for either as this will be of great help to those of us planning the event and allow us to be better organized at the time. Also, in doing so it will assure you of a place on the field as there are only so many spaces available.

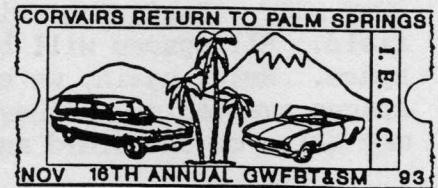
RAMADA HOTEL RESORT, located at 1800 E. Palm Canyon Dr. (Hwy. 111) and Sunrise Way, will be our host hotel for the weekend. Here, again, we encourage early registration. The RAMADA is conveniently located just one mile from the field with more than ample parking, including many on site services such as their Sunrise Grill, gift boutique and hair salon. They are located only 10 minutes from the Palm Springs Airport and complimentary airport shuttle will be provided for anyone flying in. The hotel also provides a car rental service, valet service and newsstand. All rooms have coffee makers.

Single or double room rate is \$59.00 + tax if staying one or more nights. Saturday only- \$79.00 + tax. When making your room reservations be sure to mention that you are with the "Corvair Club" so you will receive the special rates for our weekend. DO NOT call an 800 number for Ramada Hotels nationwide. Use either of the following numbers: In CA- 1-800-245-6904. Calling from out of state use- 1-800-245-6907. Both are direct numbers to RAMADA in Palm Springs.

WELCOME PARTY, Friday, 5-7 P.M. in the beautiful spacious Garden View Room located up-stairs in the RAMADA HOTEL. \$6 per ticket. Just take the elevator from the hotel lobby to a lovely room that over looks the pool and garden area and enjoy hors d'ouerves and a no-host bar along with some great piano music and Corvair fellowship.

R/C CAR/BOAT RACES- The RAMADA has given us permission to have a little fun competition on the pool starting around 8:00 P.M. Friday evening. Let's have at least one entree from each club attending! There is no fee to enter, but please indicate on the enclosed form if you will be entering this event so we know how many to plan for. This is a fun event, but we do need to keep in mind we can only use the pool until 10 P.M.

PEOPLES CHOICE CAR SHOW- Sat., Nov. 13th, 8 A.M. to 3 P.M. All cars must be in place by 10 A.M. Ballots must be turned in by 3 P.M. Winners will be announced at the banquet.



SWAP MEET- Beginning Friday, at 12:30 P.M., Nov. 12th vendors may set up on the field. All spaces will be 20X20 and the cost for the weekend will be \$10.00 per space. Here, again, we encourage early registration as there are only so many spaces available and they will be held for those that have pre-registered. You may drive on the field and leave a vehicle at the space all weekend.

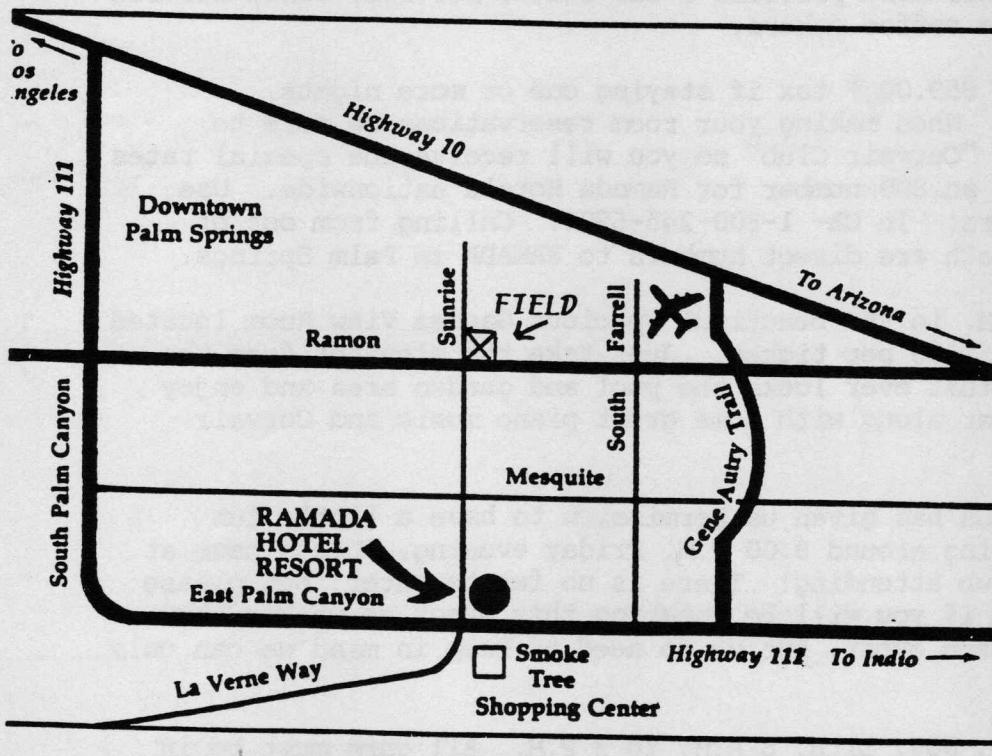
MODEL CARS- Models must be entered by 12 noon on Saturday. They will be placed out of reach and out of the sun in a locked glass case for everyone to enjoy. They may be picked up Saturday evening or left on display until 2 P.M. Sunday.

CREATIVE PARTS CONTEST- Use your imagination and create "something" using only Corvair parts. Maximum size of 45 inches square and 3 valve covers in any direction. Awards will be given at the banquet.

BUS TOURS- For your pleasure two hour bus tours of celebrity homes and surrounding areas have been scheduled. Each A/C coach holds 25 passengers, so register early for a very informative tour and take advantage of the special rates for our group. We are offering an "early bird" Friday afternoon tour and tours throughout the rest of the weekend. Each tour will depart from the parking lot next to the field. This is well worth your time. If there is enough interest a tour will go Sunday A.M. as well. Tickets are \$12 per person.

BANQUET- Sat. night festivities will be held at THE PAVILION across the parking lot from the field. 6 P.M., no host bar, dinner at 7 P.M., followed by awards and door prizes and a show of Corvair memorabilia. Banquet tickets are \$23 a person-\$26 on site. Each banquet ticket holder will receive one free raffle ticket.

RAFFLE- tickets will be sold on the field starting Friday afternoon. Numbers will be called on the hour beginning Saturday at 9 A.M.



GAMES- A schedule will be found in your packet.

T-SHIRTS- will be printed on site Sat. & Sun. You will be able to pick your style and color, plus have the fun of seeing it made.

FOOD & BEVERAGES- available on the field from a vendor for your convenience. Each A.M. there will be coffee & donuts for the early birds.

*Call Ben at 598-6886
if you would like a
registration form to
attend.*



Corvair Society of America

Founded by and for those who still appreciate the Corvair Automobile
P.O. Box 607, Lemont, IL 60439-0607 • 708/257-6530

Membership Application

First Name _____ Last Name _____

Street Address _____

City _____ State/Prov. _____ Zip Code _____ Country _____

Telephone Number (_____) _____ Occupation _____

Fee Schedule

<input type="checkbox"/> 1 year membership	.....	\$27
<input type="checkbox"/> 26 month membership	.....	54
<input type="checkbox"/> *1 year Canadian membership	.....	30
<input type="checkbox"/> *26 month Canadian membership	.....	60
<input type="checkbox"/> *1 year overseas membership	.....	40
<input type="checkbox"/> *26 month overseas membership	.....	80
Museum Fund Donation	.....	min. \$1
Racing Fund Donation	.....	min \$1

Museum Fund

A museum fund is established to protect and preserve Corvair memorabilia.

Racing Fund

This fund provides cash prizes to winning Corvairs entered in national open class racing.

*Must be paid in U.S. funds.

Please make check or money order payable to CORSA, Inc. and mail to:
CORSA, Inc., P.O. Box 607, Lemont, IL 60439-0607. Membership includes subscription to the CORSA *Communique*, however there may be a four to six week delay before you receive your first magazine.

CORSA's Board of Directors welcomes you to the Corvair Society of America. To help us better understand your needs and desires, and to aid in charting the direction of future CORSA growth, we request that you take a few moments to answer the following questions.

1. How did you hear about CORSA? _____
2. What is your primary interest in Corvairs? (Transportation, restoration, etc.) _____

3. How many Corvairs do you have? _____ Running _____ Restorable _____ Parts cars _____
4. Are you a long time owner? _____ First time owner? _____ Previous owner who has reacquired a Corvair? _____
5. Approximately how many Corvair-miles do you drive in a year? _____
6. Do you do your own mechanical work? _____ Body work? Major _____ Minor _____
7. What other cars do you own or use for daily transportation? _____
8. What do you hope to gain from membership in CORSA? (Technical information, parts availability, competition information, social information, etc.) _____

CORSA currently has over 130 chapters throughout the world. We encourage membership in our local chapters; if you do not wish to be contacted by a local chapter check the box below. If you already belong to a CORSA chapter, please indicate the chapter number so that we can add it to our records.

Please do not contact a CORSA chapter on my behalf. I belong to CORSA chapter # _____.

Sponsor E. L. BENZEL CORSA ID # BENZVO CLUB #809

Thank you for your cooperation and, again, welcome to CORSA. Please feel free to contact us or any of your Directors if you have additional questions or suggestions.

SEPTEMBER BIRTHDAYS

9 John Rosales
10 Alberta Thompson
15 Dorothy Malew
16 Linda Richards

18 Jim Block
21 Mary Mauger
22 John Glusick
30 James Bohart

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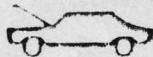
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Mowers, Chainsaws, etc.



634-7792

Bob Feasel
209 N. Institute
Colorado Springs, CO 80903

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TO ALL MEMBERS WHO MAY BE ILL--OUR PRAYERS
FOR A SPEEDY RECOVERY. TO THOSE WHO HAVE
LOST A LOVED ONE, OUR DEEPEST SYMPATHY.
TO THOSE WHO ARE CELEBRATING A SPECIAL DAY --
CONGRATULATIONS!!

ANNUAL CLUB PICNIC

Our annual picnic and August meeting will be at the NCOA Clubhouse on the USAF Academy grounds on 25 August 93 starting on or about 6:00 p.m.

The club will furnish plates, utensils, napkins, etc., as well as meats, bread, and drinks. The remainder of goodies will be provided by our fine members--so plan on coming. Members can bring a dish or two of side dishes, salads, beans, desserts, etc. and let's all enjoy some nice company and delicious food. This will be a fun time so put 25 August 1993 on your calendar now.

LABOR DAY BALLOON CLASSIC! Sept. 4, 5, & 6

We have been invited to display our cars at this year's Balloon Classic at Memorial park. This should be a fun outing. A pancake breakfast is available for those who wish to eat after parking your car for display. Hangglider demonstrations, radio-control aircraft demonstrations plus more activities will take place. They expect over 100 balloons and 30,000 spectators, so this will be an excellent opportunity to show off our cars!

The club decided to participate on Sunday, Sept. 5. This is an early morning event and we need to meet at the 7-11 Store at the corner of Hancock and Costilla at 5:45 a.m. so we can go in together before 6 a.m. The event should be over by 10:00 a.m. If you want more information call Larry Neal at 570-9694. See you there!

--Larry N.

I DON'T KNOW WHY HE STARTED CRYING. ALL I SAID WAS "THAT THING'S NOT SAFE AT ANY SPEED..."



Joanne Craig, Corvair Houston

Smile when you say that

What's in a name? For some restaurants, there are a few laughs.

Here are some of the hokey winners of the "Name of the Week" reader contest from Nation's Restaurant News, a trade publication.

- Hard Wok Cafe: Cantonese, Palm Springs, Calif.
- C.R. Bottoms: seafood, Ft. Walton Beach, Fla.
- The Hoar House: hotel and continental menu, Lancaster, Pa.
- Elegant Buns: specializing in bread, San Jose, Calif.
- The Great Impasta: Italian, Champaign, Ill.
- Wok of Art: Sichuan, Mandarin, Houston
- The Joy of Not Cooking: French gourmet take-out, Stamford, Conn.
- Donut Beat All: doughnuts, Wichita, Kan.

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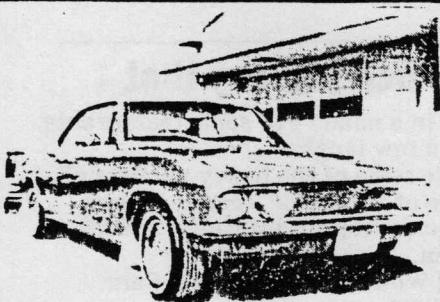
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P.O. Box 15034
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Mr Walter Hundertmark
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Manitow Springs, CO 80829-24

THE

DRIP LINE

VOL. XVINO. SEPTEMBER & OCTOBER 1993AFA
NCO CLUB

We have already called in our reservations to the Sunday Brunch at the AFA NCO Club on September 12 at 10:30 a.m. and the scenic tour at 12 p.m. and the Wine & Cheese Party at Bob & Wanda Wenc's home at the conclusion of the tour.

See page **1** for complete details and then call in your reservations for this fun event. Your family will love this event.

A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA





PIKES PEAK CORVAIR CLUB

OFFICERS

President	Larry Neal	570-9694
Vice President	Bob Feasel	634-7792
Secretary	Ronald Lezon	636-1029
Treasurer	John Koll	593-1928
Member at Large	Ray Schick	392-8224
I.C.C.C. Representative	Walter Hundertmark	685-9495
Drip-Line Editor	Bob Wencel	598-6507
Membership	Ben Benzel	598-6886

All correspondence to the club or the 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. 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. Business card sized ads advertising business services of both members and non-members is \$2.50 per month. To save time and money, advertisers should send in \$15.00 for six months or \$30 for one year of advertising. Larger ad rates available on request. Send your advertising check to Pikes Peak Corvair Club, Inc., P.O. Box 15034, Colorado Springs, CO 80935.

SEPTEMBER 12 SUNDAY BRUNCH, TOUR, AND WINE AND CHEESE PARTY

We hope you can join us for Sunday Brunch at the Air Force Academy NCO Club on September 12, 1993. Brunch will start at 10:30 a.m. The cost is only \$7.95 for ages 11 to 110. \$2.95 for ages 5 to 10 years. 4 years and under, free.

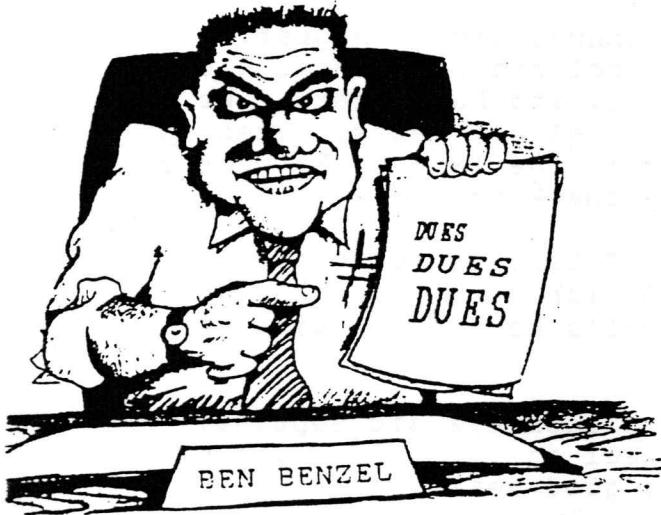
For those who do not wish to eat brunch but want to go on the tour and then attend the wine and cheese party at Bob & Wanda Wencel's home should plan to arrive at the Academy NCO Club before noon because we will leave the NCO Club about 12 noon.

If you plan to participate in the tour and the party, please call the Wencels at 598-6507 on or before Thursday night September 9th. Thanks a lot.

--Bob



MEMBERSHIP



The following named members have dues now due or past due. We truly value your membership in the Pikes Peak Corvair Club. The \$10.00 per year dues can be mailed to Pikes Peak Corvair Club Inc., P.O. Box 15034 Colorado Springs, CO 80935, if you cannot attend a meeting. Please call Ben Benzel at 598-6886 if you have a question.

Bob Feasel	9/93	Ellen Fisher	10/93
Bud Johnson	9/93	Garrie Fox	10/93
*Sidney Jones	8/93	John Glusick	10/93
*Jerry Murphy	8/93	Omar Halverson	10/93
Larry Neal	9/93	Ron Lezon	10/93
		Bill Mattics	10/93

* Denotes final notice!! PLEASE RENEW NOW

Let's welcome Tom & Mary Torrey, 485 W. Woodman Rd. Colo. Springs, 80915 599-3977. They are proud owners of 63 & 64 convertibles. Isn't that a nice collection? Tom & Mary, we welcome you and appreciated your presence at the picnic.

--Ben Benzel, Membership

MARK YOUR CALENDAR NOW!! Our Pikes Peak Corvair Christmas Party this year will be a champagne Sunday Brunch on December 19th (Sunday) 10:30 a.m. at the Academy NCO Club. More later but mark it down NOW!! You'll love it!!

If you would like to know what is going on with other car clubs and info about them, a new free service is provided called Info Line. That number is (719) 531-6474. You may call 24 hours per day. This is available to all non-profit organizations.

Decals, Sportswear, tools, catalogs, name tags are available to members of the club for use, purchase etc. If you have a need for a PPCC Shirt or cap, give Ben a call at 598-6886 for all the scoop. Christmas is just around the corner.

--Ben Benzel

Thoughts and statements to ponder

"The greatest efforts of the human race have always been traceable to the love of praise," wrote a 19th-century essayist.

Mark Twain put more simply. "I can live for two months on a good compliment," he said.

A group becomes a team when each member is sure enough of himself and his contribution to praise the skills of the others.

--Norman G. Shidle

MARGINAL NOTE: A grouch is a person who somehow can manage to find something wrong with even the good old days.

AUGUST MEETING MINUTES

The Pikes Peak Corvair Club held it's annual picnic August 25, 1993. There were 42 people attending. Bob Wencl and Ben Benzel did a great job of cooking the brats, hot dogs, and hamburgers. We all brought some wonderful side dishes like salads, beans, cakes, pies, etc. We need to show our appreciation to the ladies who went in and washed all the pans and cleaned up the kitchen.

There will be a Sunday Brunch at the NCO Club at 10:30 a.m. on Sept. 12, 1993. We will leave the NCO Club at 12 noon and go on a tour before going to Bob & Wanda Wencl's home for a wine and cheese party.

We will again be participating in the Balloon Classic Sept. 5. If you are interested, contact Larry Neal at 570-9694. The Club will buy breakfast so it sounds like a good deal.

It is not too early to talk about the Christmas Party. It will be a Sunday Brunch on Dec. 19. More later.

Walt reported that Limon will have a James Dean Daze on Sept. 11.

The ICC will have a picnic October 11 at the Fox Run Park.

Sincerely,
Ron Lezon, Secretary

OCTOBER AND NOVEMBER BIRTHDAYS

October

3 Richard Sierka
16 Jim Wood
17 Bob Wencl
18 Walter Hundertmark
23 Ruth Sparling

September

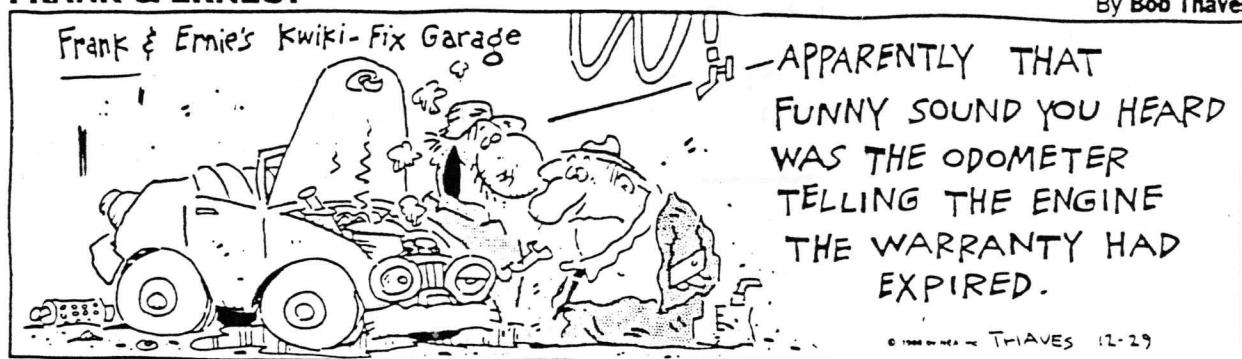
4 Cari Webb
6 Steve Goodman
7 Jerry Murphy
10 Wanda Wencl
22 Dick Schuck
30 Larry Neal



TO ALL MEMBERS WHO MAY BE ILL--OUR PRAYERS
FOR A SPEEDY RECOVERY. TO THOSE WHO HAVE
LOST A LOVED ONE, OUR DEEPEST SYMPATHY.
TO THOSE WHO ARE CELEBRATING A SPECIAL DAY --
CONGRATULATIONS!!

FRANK & ERNEST

By Bob Thaves



Here's What's Gonna On...

Sept. 5 - Labor Day Balloon Classic, Corvair Display and free breakfast. Need to meet at the 7-11 Store at the corner of Hancock and Costilla at 5:45 a.m. For more information see page 10 of August Dripline or call Larry Neal at 570-9694.

Sept. 11 - Limon, Colorado 3rd Annual James Dean Daze. See page 8 for complete details.

Sept. 18 - Black Hawk Classic Car Show. See full details on page 7 of August Dripline.

Sept. 19 - Corvair Day at the Rally in the Rockies. See page 2 of August Dripline for full details.

Sept. 22 - September general membership meeting.

Oct. 11 - ICC picnic at Fox Run Park. Call Walt Hundertmark for detail

Nov. 12-14 - Great Western Fanbelt Toss & Swapmeet. See pages 4 and 5 of August Dripline for full details.

Dec. 19 - Pikes Peak Corvair Christmas party. This will be a Champagne Sunday Brunch served. 10:30 a.m. at the Academy NCO Club.

THE GREAT AMERICAN RACE

The ESPN television network will present a one hour showing of the Great American Race of 1993 at 12 noon on September 11.

--Walt Hundertmark

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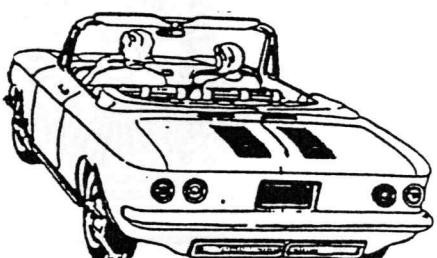
Rt.2 Box 500, Shelburne Falls, Ma. 01370

413-625-9776

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WIFE. IT MAKES ME
FEEL RATHER SPECIAL
TO BE ONE OF THEM.

--Unsigned

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CORVAIR TAIL LAMP UPGRADE. You can upgrade your stock tail lamps in the Corvair with brighter lamps to aid in being seen. The upgrade is not expensive, and is easy to install, and the benefits are immediate.

First, go to your favorite auto parts dealer that carries Wagner brand lamps and ask for Wagner part number 2357. This lamp is rated at 40 candle power output as compared with the 1157 which is only rated at 32 candle power. This is a 25 percent increase in light output from the old bulb, and it is quite noticeable. Remove the lenses from your tail lamps, carefully extract the old lamps, check for dirt and corrosion, and install the new lamps. Re-install the lenses, verify that all of the lights are working correctly, and you are done!

CORVAIR DOOR HINGE BUSHINGS AND PINS. The Corvair door hinge bushing can be replaced by GM part number 9721917 (Standard Size), 20429500 (oversize, if needed), and pin number 20046147. Ken says these bushings and the pin fit a 1957 Chevrolet, and look like they are still being used in todays cars as well. Cost for the bushings is about 1.00 each.

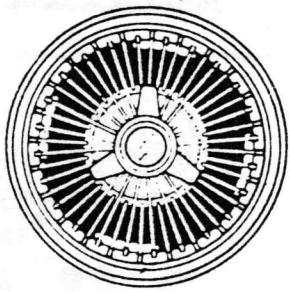


FOR SALE: 1964 white Rampside (851 made) with 140/4spd. Small rip on seat, tach, dock bumper with hitch. Southern California truck. Bargain at ~~\$~~ 2,500.

Call Marsh in Estes Park 1-586-8081

FOR SALE: 1966 CORSA Turbo 180 4 speed Convertible. Ermine white with red interior with sheepskins. Has 22K on complete restoration. Goodies include new wire caps, telescopic wheel-woodgrain, correct AM/FM, headrests, CB, and bumper guards. Only 585 made. Not for the faint of heart at ~~\$~~ 9,988.

Call Marsh in Estes Park 1-586-8081



'61 Corvair 4 door, automatic, 110 HP, new front suspension parts, new floors, \$1000 obo. Call 528-5629.
DALE OR JUDY CARRAWAY



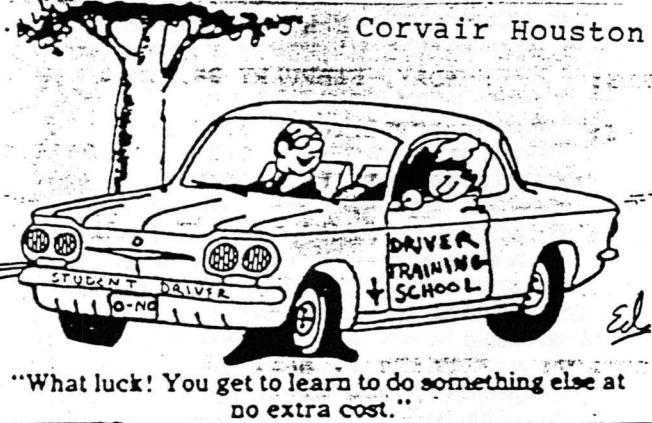
'61 Chevy Corvair Station Wagon 3 speed, 110 HP, new front suspension parts, new brakes, \$1000 obo. Call 528-5629.

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ANNUAL PICNIC

On August 25th, we had our annual potluck and meeting at the NCO Clubhouse at the Air Force Academy. Ben Benzel did a great job, once again, at buying the meat and supplies. He and Betty Jo had the tables set up and everything organized when Chef Bob Wencel arrived to help Ben cook the "brats" and hamburgers.

We had perfect weather for eating outside. The food was delicious and about 42 people attended. It was great to see so many enjoying the evening. Please plan on attending the September meeting.

--Wanda Wencel

SPECIAL NOTICE: THIS DRIPLINE IS FOR SEPTEMBER AND OCTOBER AS THERE WILL NOT BE A DRIPLINE SENT OUT IN OCTOBER.

STORING PARTS

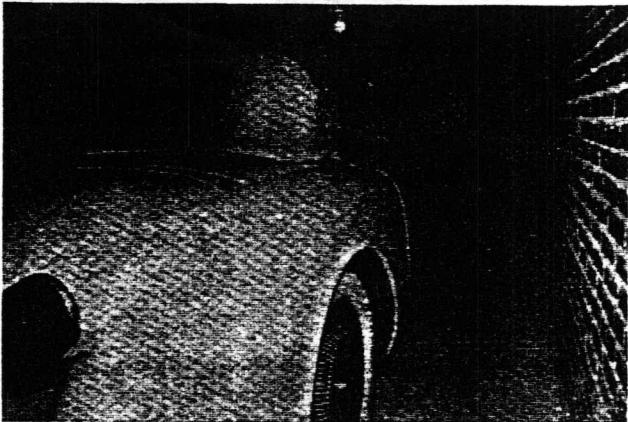
Don't disassemble an engine, transmission or differential before you are ready to rebuild it. It occupies much less space assembled and is well preserved with its coat of grease, oil and dirt on the outside and the original fluid on the inside. But, if you must disassemble it, remember:

1. Store lifters in a can of oil.
2. Coat machined aluminum surfaces, such as lifter bores, with LPS-3 or similar preservative.
3. Heads, with valves, particularly need a good coat of oil applied to the valves, as well as the retainers and springs. Be sure that some oil gets into the valve guide area as well.
4. Steel parts of transmissions and differentials need a good coat of oil.
5. Bearings and needles that are to be reused should be cleaned, greased and wrapped in kraft paper or sealed in a baggie.
5. Do not leave any aluminum in contact with concrete. It's best not set blocks on concrete. It's best not set blocks on concrete at all!!!

--An oldie from Bob Goodman
Corvair Houston

Corvette entombed in '54 until year 2000

Soon after buying a new '53 Corvette in 1954, millionaire grocer Richard W. Sampson drove the car into a small brick structure in Brunswick, Maine and sealed it up with the stipulation that the automotive tomb not be reopened until the year 2000. Only a single window provides access to the vault. Sampson purchased the car from Kirby Hight's Chevrolet-Buick in Skowhegan, Me., but drove it only 480 miles before imprisoning it. He was confident the new sports car model would become a treasured collector's item. The brick capsule, which is located within one of Sampson's old markets that is now the Value House in Brunswick, is equipped with a single light and a lot of silicon gel and charcoal to minimize humidity. In addition, the car itself was treated with numerous protective measures, including special coating for the leather interior and complete disassembly of the engine for treatment with cosmoline preservative. The paint has blistered and certain items, like tires, are showing the effects of age, but restoration should be relatively easy when the car is pardoned in the year 2000. In his will, Sampson, who died in 1959, bequeathed the car to his next of kin alive at the turn of the century. That will probably be his son, Richard Sampson, Jr., who is now 33 years old and certainly has something to look forward to during the next 20 years. Joseph C. Bernard, a reader in Cumberland Center, Me., informed Cars & Parts of the encapsulated Corvette. "Eat your hearts out," he said. And, we are.



Imprisoned Vette: In 1954, businessman Richard W. Sampson entombed his new Corvette in a brick structure in Brunswick, Me., where it will remain entombed until the year 2000.

CARS AND PARTS--Dec. 79

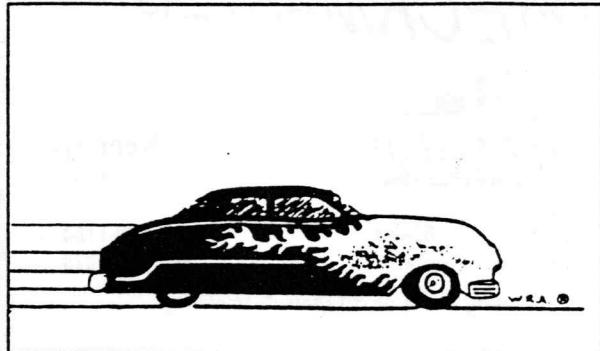
HELP!!

We are looking for a member to take over the Dripline next year. Your editor is ready to retire after handling the job for three years.

If you would be willing to help our club by taking over this job, please contact Larry Neal at 570-9694 or Ben Benzel at 598-6886. Ben is very helpful in getting material to you and he also takes care of the printing of the Dripline.

--Bob Wencel

3rd Annual James Dean Daze



Schedule of Events

Saturday, September 11, 1993

HEADQUARTERS: Pre-Parade: Rip Griffins' parking lot.
Post-Parade: Limon Memorial Library, (2nd & E)

- 8:00 a. - 10:00 a. Registration and parade lineup, at Rip Griffins' parking lot.
- 10:00 a. Parade to Downtown Limon.
- 10:00 a. - 6:00 p. Food, beverages, booths, Downtown Limon, John Wayne Plaza.
- 11:00 a. - 1:00 p. Brunch, Downtown Limon, served by Hub City Seniors.
- 12:00 p. - 3:00 p. Judging of entries.
- 1:00 p. - 4:00 p. Games, contests, and fun.
- 4:00 p. - 6:30 p. Dinner on your own at local pubs and restaurants.
- 6:30 p. - 7:00 p. Trophies and Door Prizes at Fire Station
- 7:00 p. Dance to the Kuzins Band at Fire Station



For more information call Linda, 719-775-2874

WRECKMASTERS

BODY & FRAME

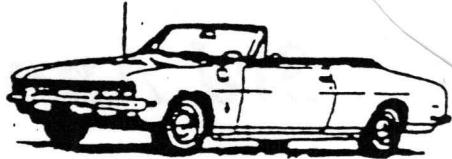


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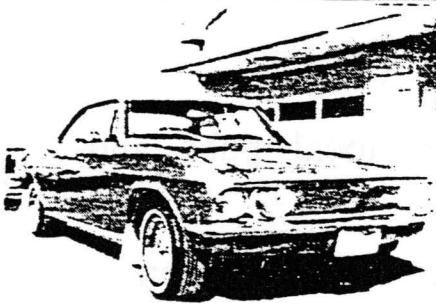
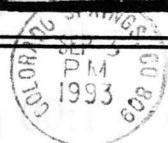
Steve Goodman



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THE

DRIP LINE

VOL. XVI

NO. NOVEMBER & DECEMBER 1993

AFA
NCO CLUB



We have already telephoned Ben & Bettie Jo our reservations for Sunday Brunch and Meeting at NCO Club November 14 at 10:30 a.m. and the Christmas Party-Sunday Brunch at the NCO Club December 19 (Sunday) at 10:30 a.m.

See page 2 for complete details.

A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA





PIKES PEAK CORVAIR CLUB

OFFICERS

President	Larry Neal	570-9694
Vice President	Bob Feasel	634-7792
Secretary	Ronald Lezon	636-1029
Treasurer	John Koll	593-1928
Member at Large	Ray Schick	392-8224
I.C.C.C. Representative	Walter Hundertmark	685-9495
Drip-Line Editor	Bob Wencel	598-6507
Membership	Ben Benzel	598-6886

All correspondence to the club or the 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. 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. Business card sized ads advertising business services of both members and non-members is \$2.50 per month. To save time and money, advertisers should send in \$15.00 for six months or \$30 for one year of advertising. Larger ad rates available on request. Send your advertising check to Pikes Peak Corvair Club, Inc., P.O. Box 15034, Colorado Springs, CO 80935.

PRESIDENT'S MESSAGE

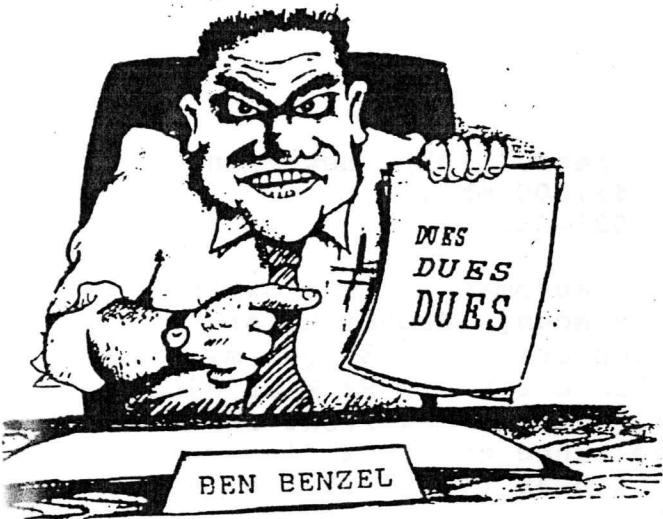
Well, it's been a while since our last newsletter and quite a lot has happened since September. We had a good time at the Balloon Classic at Memorial Park with a number of members present for display and breakfast.

After the Sunday Brunch on September 12th, Bob Wencel led a tour of the Garden of Gods, Bear Creek Nature Center and visited the spectacular "wind" steel sculptures created by Sculptor Starr Kempf. The Wine/Cheese/Pop party hosted by Bob and Wanda Wencel was a lot of fun and I want to thank Bob and Wanda for hosting the event!

Thanks to everyone who came to the club picnic and a special thank you to the ladies who cleaned the utensils afterward. A very special thank you to Ben Benzel whose tireless efforts helped make another grand picnic. One more current note, I hope to see everyone at the NCO Club on Nov. 14 at 10:30 a.m. as this will be our November meeting.

Till next time,

Larry



MEMBERSHIP

The following named members have dues now due or past due. We truly value your membership in the Pikes Peak Corvair Club. The 10.00 per year dues can be mailed to Pikes Peak Corvair Club Inc., P.O. Box 15034, Colorado Springs, CO 80935, if you can not attend a meeting. Please call Ben Benzel at 598-6886 if you have a question.

*Bob Feasel 9/93 Bill Mattics 10/93
Omar Halverson 10/93 Marion Phillips 11/93
Ronald Lezon 10/93 Lloyd Strode 11/93

*Final Notice--please respond as we will miss you!!

Let's give a big Club welcome to the following new members:

JOHN & PHYLLIS NEAL 11020 Hungate, Black Forest, CO 80908
They are proud owners of a 64 Spyder Convertible & 66 CORSA.
They are also parents of our President Larry Neal. Must run in the family.

KRAIG & LAURA SULLIVAN 1412 East Dale St., Colo. Springs, CO 80909
578-8060. They have a 63 Monza Convertible and 65 Monza 2dr.

We welcome you and come see us and enjoy your club.

Ben Benzel, Membership

CHRISTMAS PARTY & ELECTIONS:

The festivities will be a champagne Sunday Brunch on December 19th Sunday 10:30 a.m. in the Falcon Lounge of the USAF Academy NCO Club.

Reservations will be required by calling Ben or Bettie Jo at 598-6886 not later than 17 December.

Cost will be: Adults \$6.95, children 5 to 10 \$2.95, 4 and under free.

Don't forget an exchange gift marked male or female as a Yankee swap meet will take place. Price range: \$5.00 per gift. Also elections for 1994 officers will also take place. Call in reservations as soon as possible.

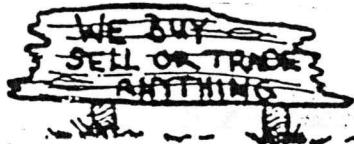
--Ben

INFO LINE:

There is a new free service provided called Info Line. If you would like to know what is going on with other car clubs, you may call (719) 531-6474

ATTENTION:

Due to Thanksgiving and Christmas time being a very busy time, the editor and his helper will enjoy it as well, thus this will be the last Drip Line in 1994. Happy Holidays.



FOR SALE: 1961 Corvair station wagon 3 speed, 110hp, new front suspension parts, new brakes, \$1,000 obo.
Call Dale or Judy Carraway at 528-5629

FOR SALE: 1964 Corvair Monza 4door sedan, automatic. One owner car, all original, mechanically sound, Bronze color. Interior good. Plastic dash top cracked. 37,000 miles. Paul said his mother bought this car new. Hank at Hanks Auto has gone through the car. It has new front and rear bearings, new seats and engine tuned and is a nice running car. \$3,000. Call Paul Steahlin at (719) 599-3067 and leave message.

FOR SALE: 1962 Corvair 700 Station Wagon, in good restorable condition; has been garage stored since 1987. Is a Kansas/Colorado car. Shows 71,500 miles on odometer. Have a few miscellaneous parts to go with it. \$875.00 Call David White at (719) 550-0660 or (719) 576-1272.

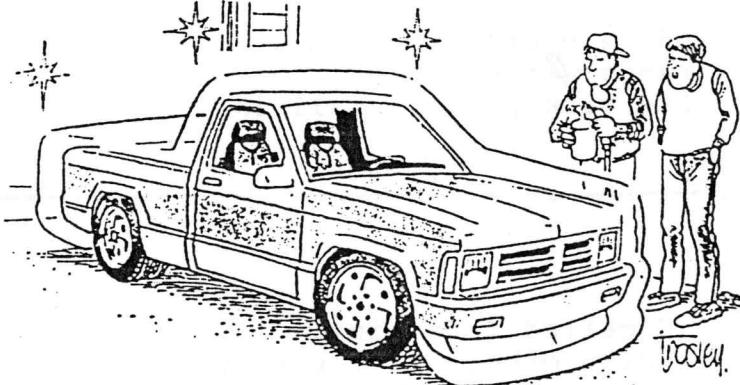
FOR SALE: 1960 4-Dr Sedan (runs)
1961 Monza Coupe (runs)
1964 Greenbriar (customized with canvas roof)
Mrs. Holland says she must sell these vehicles before winter; and, hopefully one of our members will be interested. All for \$1,700.00 or Best Offer.
Contact Hildur S. Holland, P.O. Box 391, Monroe, Utah 84754

FOR SALE: Black convertible top late model \$135.00

Turbo exhaust late model--all nos except crossover and inlet pipe. \$150.00

Corsa dash. \$50

Turbo chrome air cleaner perfect. \$75.00
Call George Hupp 749-2689



"Acid rain or not I think you put on too many coats of clear..."

TRUCKIN'/MARCH 1992



"He's debating whether or not to put \$30 worth of gas in his \$50 car."

ARKANSAS CORVAIR CLUB TO THE RESCUE

When Bud Johnson's '66 Corvair, driven by his daughter Julie, broke down on the University of Arkansas campus in Fayetteville, AR, the Corvair Club of Arkansas in Little Rock quickly responded to the scene and put the wayward 'Vair back on the road.

In response to Bud's letter asking for information about the location of a garage that could repair Corvairs, Msrs Rob Berry and Elvis King in Little Rock, two hundred miles SE, contacted their club member Don Coget in Fayetteville, who graciously answered the call. Don, who is on the staff at the University, took the car to his home, made the repair and then returned the car to Julie. True enthusiasts, Don and his wife both drive Corvairs every day.

With help so readily available, Julie's spirit for driving the Corvair is encouraged and Bud's apprehension is calmed. Bud and Julie appreciate the quick response by the Arkansas Corvair Club and the kind assistance provided by Don Coget and his family.

COMING EVENTS:

Nov. 14 - PPCC Meeting at USAF Academy NCO Club 10:30 a.m.
Price: Adults \$6.95 Children 5-10 \$2.95. 4 and under free. Call Ben or Bettie Jo at 598-6886 if attending for seating purposes.

Nov. 25-28 - 30th Annual Carquest World of Wheels at Curriigan Hall in Denver.

Dec. 4 - Colorado Springs Parade of Lights Time:TBA

Dec. 11 - Pueblo Parade of Lights Time: TBA.

Dec. 19 - Pikes Peak Corvair Club Christmas Brunch and election of officers for 1994. See page 2 for details. Reservations necessary.

May 20-22, 1994 - Tri-State Corvair gathering. Pagosa Springs. Host: Pikes Peak Corvair Club: Mark calendar.

June 18-22, 1996 - CORSA International Convention--Alburquerque, NM

DASHBOARD HUMOR

A small boy approached a whitehaired gentleman in a store and asked shyly, "Are you a grandpa?"

"Yes," replied the elder with a kind smile.

"Good," said the little boy, "my grandpa isn't here, and I want a candy bar, please,"



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PHONE 473-0579

Success

To laugh often
and love much: To win
the respect of intelligent
persons and the affection of children:
To earn the approbation of honest critics
and endure the betrayal of false friends:
To appreciate beauty: To find the best in
others: To give of one's self: To leave the
world a bit better, whether by a healthy
child, a garden patch, or a redeemed
social condition: To have played and
laughed with enthusiasm and sung
with exultation: To know even
one life has breathed easier because
you have lived: This is to have
Succeeded.

Calista M. T. DeLoach

Program to enhance emissions testing

By Ed Mansfield

Beginning in 1995, there will be a new inspection and maintenance program for vehicles in the six-county metroplex north of Colorado Springs. Adams, Arapahoe, Boulder, Denver, Douglas and Jefferson counties must implement a centralized automobile testing program, mandated by the U.S. Environmental Protection Agency, known as IM/240.

IM/240 is an enhanced emissions test requiring the use of a dynamometer, a treadmill-like machine that puts a vehicle through a series of accelerations and decelerations to simulate road conditions. The equipment is expensive, costing \$150,000 to \$200,000 per unit, and sophisticated, measuring tailpipe emissions at different speeds and averaging the readings for an overall grade.

The high-tech inspections will be required every two years for cars manufactured after 1981. In addition, vehicles must be inspected before being sold.

Instead of going to their dealership, an independent repair shop or a service station of choice, motorists in the metroplex will have to use state-designated facilities.

These centralized shops will be prohibited from doing repairs to bring vehicles into compliance. Therein lies a potential problem.

Imagine customers who take cars that fail the new inspection test into dealers' service departments for repairs. The customers then will have to take their cars back to the testing stations after the work is completed. If the cars fail the test again, unhappy customers will be bounced back to the service departments once more.

Another downside for dealerships with large used-car departments in the affected Front Range counties is the inability of these dealers to test their own inventories. Sending all their vehicles off site for testing will be extremely costly in time and labor.

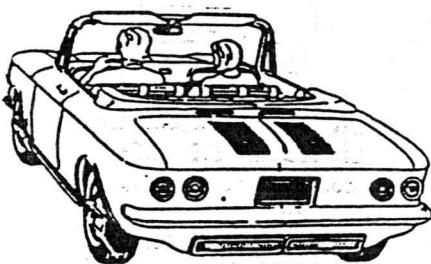
Motorists in the metroplex area also are anxious about long lines and expensive repairs. The EPA, however, says the biennial test will take only 15 minutes, about the same length of time as the present emissions test, and will cost about \$24, compared with the current \$9 yearly inspection required to renew license plates. The agency also es-

timates the average repair cost is expected to be less than \$120. Motorists will recover these costs in saved fuel expenses because of better maintenance, the EPA says.

Fortunately for auto dealers and their customers in Colorado Springs, Fort Collins, Greeley, and Loveland, the basic inspection and maintenance program now in effect will be retained, with a requirement to upgrade emissions-testing equipment.

Also, for model years 1981 and older, annual tests by independent emissions testers utilizing the upgrade of current testing procedures will be permitted throughout the state. Most importantly, the EPA will not withhold \$380 million in highway funds for Colorado because of noncompliance with the 1990 amendments to the Clean Air Act.

Mansfield is president of the Colorado Springs Automobile Dealers Association.



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Grippers hold car covers in place

Keeping a fabric cover on a car stored outside can be a problem, especially in high-wind areas. A Colorado collector has found a solution.

A couple of engineers had invented a two-piece plastic device to hold bed sheets in place on a mattress. When John Meyer saw them, he immediately thought of applying them to holding his car cover on.

A tapered, hinged piece about two inches long fits over the cover, gripping it over the edge of a fender or bumper. Then a slotted collar slips over it to hold it firmly in place.

Using one gripper at each corner of the car has solved the gone-with-the-wind car cover problem. Meyer said one of Colorado's famous chinooks blew his fence down, but the car cover stayed on.

For more information, contact John R. Meyer, 10700 Bowles, Littleton, CO 80127.

John Lee

EVERYBODY KNOWS...by Robert Lind

Everybody knows...

You can't be all things to all people
You can't do all things at once.
You can't do all things equally well.
You can't do all things better than everyone else.

Your humanity is showing, just like everyone else's.

SO...

You have to find out who you are, and be that.
You have to decide what comes first, and do that.
You have to discover your strengths, and use them.
You have to learn not to compete with others,
because...
No one else is in the contest of "being you."

THEN...

You will have learned to accept your own uniqueness.
You will have learned to set priorities and make decisions.
You will have learned to live with your limitations.
You will have learned to give yourself the respect that is due.
And you'll be most vital mortal.

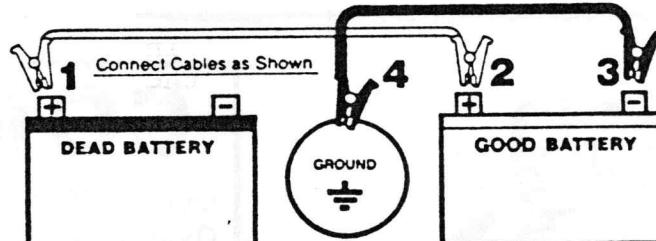
Dare to believe...

That you are a wonderful, unique person.
That you are a once-in-all history event.
That it's more than a right—it's your duty—to be who you are.
That life is not a problem to solve, but a gift to cherish.
And you'll be able to stay one up on what used to get you down.

From: Farm Ranch Home Update, October-November 1990

Tips for Safe Battery Jump-Starting

- * Do not jump-start a car battery if the battery fluid is frozen.
- * Wear safety glasses. (It's a good idea to keep a pair of safety glasses with the jumper cables.)
- * Keep flames and lit cigarettes away from the battery. Be sure the vehicles are not touching.
- * Place both cars in park position; turn terminals of both batteries.
- * Make sure the positive cable clamps don't touch any metal other than the battery terminals.
- * Connect the negative cable clamp to a "ground," such as a bolt on the engine of the car with the dead battery.
- * Keep bystanders away from both vehicles.



Thanks to Valley CORSA 10/93



NOVEMBER AND DECEMBER AND JANUARY BIRTHDAYS

November

4 Carl Webb
6 Steve Goodman
7 Jerry Murphy
10 Wanda Wencel
22 Dick Schuck
30 Larry Neal

December

2 Beverly White
3 Cathy Strode
10 Joann Feasel
14 Terry McKenna
30 Dee Glusick
21 Laura Sullivan
25 Cindi Hupp
25 Kraig Sullivan
29 Wanda Murphy

January

1 Arthur Thompson
1 Lloyd Strode
2 Lillian Block
10 John Dowswell
19 William Bohart



FROM WENCL'S PENCIL

Your editor and his helper are completing their third year of putting out your DRIP LINE and are now retiring. They have enjoyed working on your DRIP LINE and truly appreciated the kind words of appreciation given by club members. They are especially thankful for the cooperation and help given by Ben Benzel. Thanks to everyone who contributed items to the DRIP LINE.

--Bob

DASHBOARD HUMOR*

*From the time an infant tries to get his toes in his mouth, life is a continual struggle to make both ends meet.

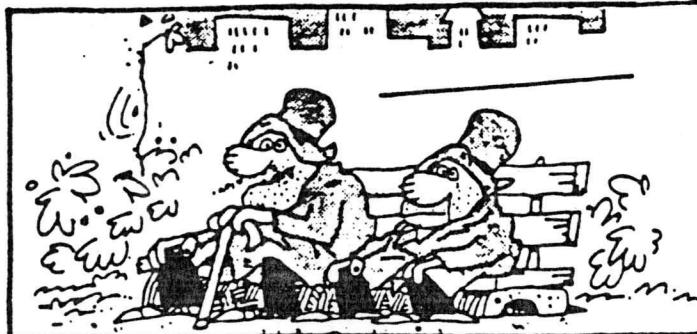
*The people who get on in this world are those who get up and look for the circumstances they want, and if they can't find them, make them.

*LIFE INSURANCE -- The thing that keeps you poor all your life so you can die rich.

*The successful farmer vowed he increased egg production by hanging this sign in his hen house. "An Egg a day keeps Colonel Sanders away."

Borrowed from TRUCKIN' 1992

Frank and Ernest Bob Thaves



WHAT I DON'T
UNDERSTAND IS HOW
I GOT OVER THE HILL
WITHOUT EVER BEING
ON THE TOP.

THAVES 2-26

WRECKMASTERS

BODY & FRAME

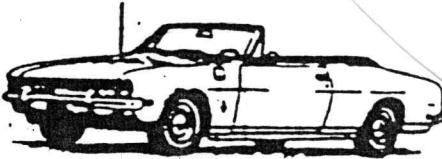


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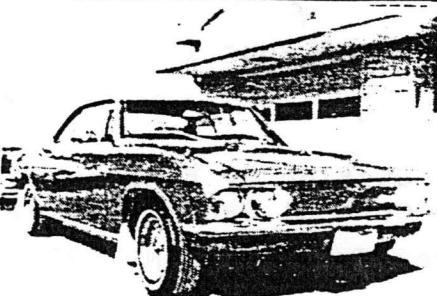
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