

THE

# DRIP LINE

VOL. XVII

NO. FEBRUARY 1994



HAPPY NEW YEAR EVERYONE -- See you at the January 26th meeting

A Publication of;

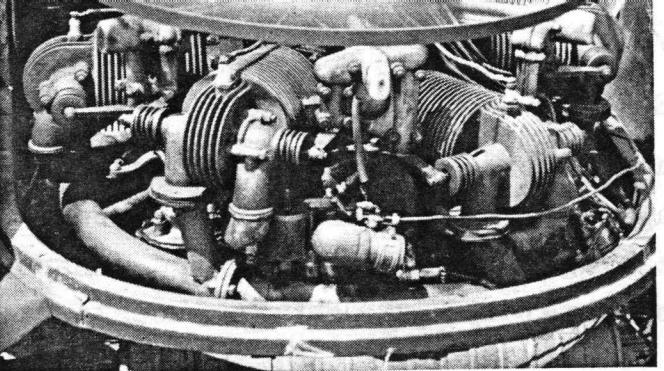
A CHAPTER of the

**CORVAIR SOCIETY of AMERICA**



# new?

40 years ago  
the JULIAN  
featured a  
rear-mounted,  
air-cooled engine!



STORY & PHOTOS BY ED MONROE

**R**EAR-MOUNTED, air-cooled 60-bhp engine; 5-passenger, aluminum-bodied coupe; swing axles; tubular frame weighing only 97 lb.; a turning circle of only 30 ft.; swing-away steering wheel—these could be the best features of a group of contemporary cars, but actually they and many other engineering innovations are all a part of the Julian, a car built 40 years ago.

Unfortunately for the development of automotive technology, the Julian, named after its inventor, Julian Brown, never got beyond the prototype stage. Probably the main reason for its failure to reach production was the fact that nearly everything about the car was daringly different and unconventional, according to the concepts of that time.

A fan at the upper end of the Julian's crankshaft circulated cooling air around the six horizontal cylinders. A clutch incorporated in the fan drive allowed a slight amount of slippage during acceleration and deceleration, thus eliminat-

ing stresses due to the inertia of the fan.

Each of the two rows of cylinders had its master rod and two link rods. These were H-section forgings and the master rod had plain bearings. The method of attaching the wrist pins to the cast iron pistons was unique. There were no piston pin bosses and no wrist pin holes in the pistons as Brown wished to avoid the uneven expansion that such a design produced. The inside of the piston was machined and an aluminum insert shaped similar to another smaller piston was installed and secured by two long capscrews running up into threaded bosses on the underside of the piston crown. This casting carried the wrist pins.

The inside of the flywheel was bored out for a cone-type clutch, a design which helped to keep the overall height of the engine at a minimum. An induction passage was cast into that part of the aluminum crankcase which surrounds the flywheel. As the flywheel

common to radial air-cooled engines.

The aluminum gearbox was attached directly to the bottom of the engine and the front of this casing was bored out and installed on the rear of the main frame.

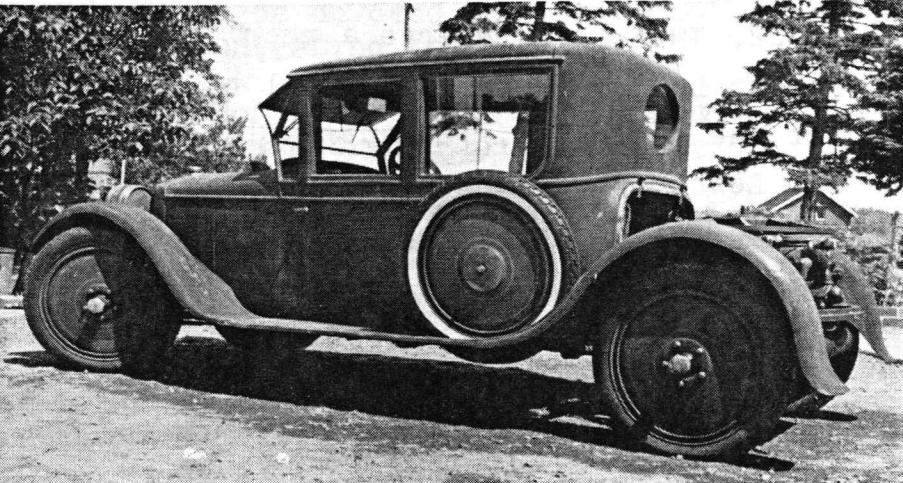
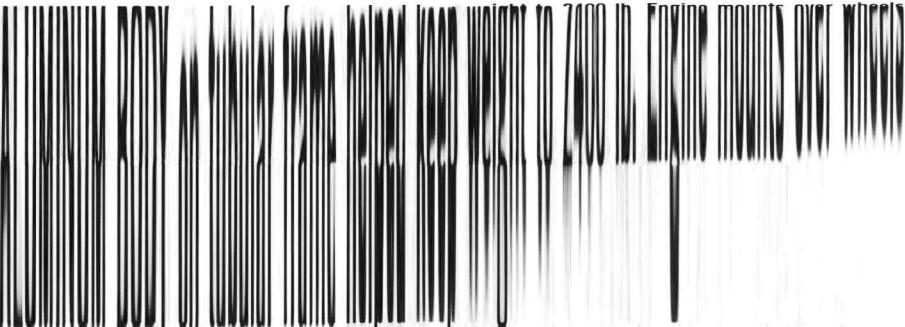
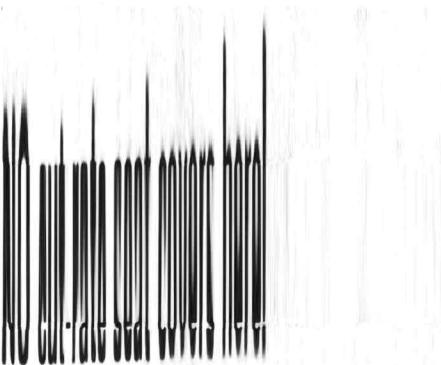
Rear suspension was by swing axle and transverse leaf spring. Radius rods, attached to the brass hub carriers and angled forward to pivot at a point in line with the pivot point of the universals, provided fore and aft location.

A single, large-diameter (about 4.5 in. o.d.), heat-treated steel tube at the center of the car comprised the main frame. Smaller diameter tubes welded at right angles to the main frame provided a means of attaching the body.

A long, transverse leaf spring was pinned to the tubular front axle at one end and shackled at the other, a method used on many later date sprint and midget racing cars.

Fleetwood made the all-aluminum body. Its novel seating arrangement placed the driver in the center with passengers seated at either side and slightly behind the individual driver's seat. Two folding occasional seats at the front appear to be intended primarily for children. The steering column and wheel was designed to swing away to provide easy access to the driver's seat à la Thunderbird.

With the exception of the rear cover, which is missing, the car is still intact and in good running order. At a touch of the direct electric starter, the engine fires up and runs smoothly and quietly. All the Julian needs is the back cover and a coat of paint, and it can take its place with contemporary cars like the Volkswagen, Porsche and Corvair. ■



## 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 PO Box 15034 Colorado Springs, Colo. 80935. If you cannot attend a meeting. Call Ben Benzel at 598-6886 if you have a question.

Steve Goodman	1/94
Terry McKenna	1/94
Marion Phillips	11/93*
Ronald Reece	1/94
Richard Sierka	1/94
Lloyd Strode	11/93*
Bob Strum	1/94
Don Vinson	1/94

\*FINAL NOTICE Please respond, we will miss you and you will miss us!

## FEBRUARY BIRTHDAYS

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

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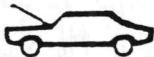


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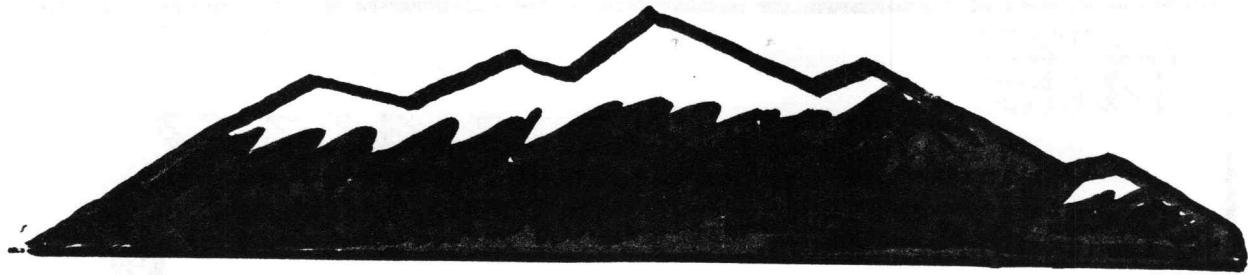
We are on our way to the PPCC meeting on Feb. 23 at the NCO Club house and might go the brunch on the second Sunday of each month if we have enough gas

A Publication of ;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA





## PIKES PEAK CORVAIR CLUB

### OFFICERS

PRESIDENT	Larry Neal	570-9694
VICE PRESIDENT	Bud Johnson	593-1921
SECRETARY	Ron Lezon	636-1029
TREASURER	John Koll	593-1928
COUNCIL REP	Walter Hundertmark	632-2865
DRIP LINE EDITOR	Steve Goodman	(303) 934-5027
MEMBERSHIP	Ben Benzel	598-6886

All correspondence to the club or the officers should be mailed to PO Box 15034, Colorado Springs, Colo. 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 car 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 \$30.00 for one year of advertising. Send your advertising check to Pikes Peak Corvair Club, Inc. PO Box 15034, Colorado Springs, CO 80935.

### WARM WINTER GREETINGS

Thanks to those who braved the poor travel conditions in January. We will have a display at the Sabres Car show in Denver in March and hope some of you will come to Denver and look at the largest custom and rod show in the area. Also remember that there is a group on the second Sunday at the NCO club to eat and talk. Also be sure to make your reservations at Pagosa Springs. See you in February. Larry Neal, President

## MEMBERSHIP

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Jessie Barnett	2/94	Terry McKenna	1/94*
John Koll	2/94	Ronald Reece	1/94*
Bradley Mauger	2/94	Richard Sierka	1/94*
Ray Shick	2/94	Bob Strum	1/94*
		Don Vinson	1/94*

\*Final Notice please respond, we will miss you and you will miss us!

## BIRTHDAYS FOR MARCH

3	George Hupp
6	Pat Morgan
10	Ellen Fisher
20	Norman Hoffman
23	Bettie Jo Benzel
24	Nye Shick
27	Bill Decker

## UPCOMING EVENTS

PIKES PEAK CORVAIR CLUB will host our neighbor, ROCKY MOUNTAIN CORSA from Denver at Sunday brunch on April 17, 1994 at the NCO Club. Time will be 10:30am. Mark your calendar NOW and plan to attend. Cost is being negotiated, more next month.

The 37th annual Tri-State Auto Show will be held on Mar 4-6 in the beautiful convention center, Denver, Colo. Thanks to ramrod Jim Richards PPCC will have a club display. Appreciate your efforts Jim....

Membership chairman,

Ben Benzel

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# CORVAIR NEWS EXTRA!

## WE'RE MOVING!

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Keep watching the NEWS for more 20th Anniversary excitement!

## MINUTES OF JANUARY

There were 10 members at the Jan 26th meeting of the Pikes Peak Corvair Club. It was very snowy and cold evening so that was a fair turnout.

TREASURER REPORT--We are solvent, about \$1046.00. Thank you John Koll.

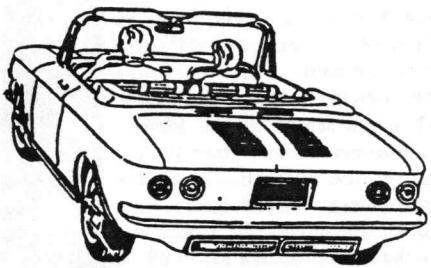
NEW BUSINESS--Most of the meeting we talked about the upcoming Tri-state Auto Show in Denver. Jim Richards is the chairman for the club in the show and he said it would be nice to have PPCC participate with 6 cars. The show is Mar 4-6 and would be free for the club to enter. Larry Neal and Steve Goodman will be entering and Ben will call other members.

We Also talked about hosting the Denver Corvair club at the NCO Club, brunch on April 17. Also Ben asked for suggestions for raffle prize at Pagosa Springs, He is open for suggestions. After the door prize drawing, meeting was adjourned.

Respectfully submitted, Ron Lezon, Sec.

## MISTAKES AND OTHER BOO-BOOS BY YOUR NEW EDITOR

This is the second February issue, last month, January was labeled February. Worse than that, Clarks Corvair ad was left out. I apologize. With the help of Jim and Linda Richards and my wife Ruth, the mailing was done to leave Denver on Thursday AM. The members that I asked said the DRIPLINE was in their hands on Saturday. If anyone does not receive their DRIPLINE, please let me know.



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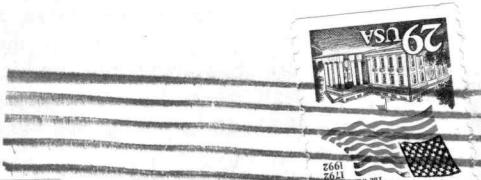
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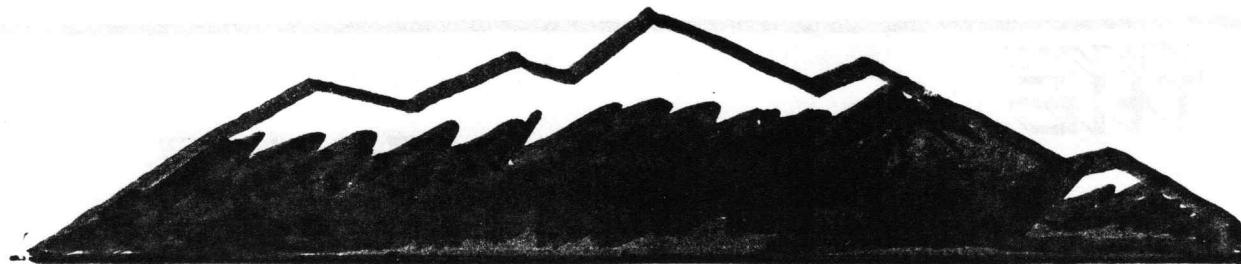
We are going to the PPCC meeting on March 23 to see the trophies won by Jim Richards and Ben Benzel!!!!!! SEE YOU THERE!!!!

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Greetings!

Gongatulations to Jim Richards and Ben Benzel for winning 1st place for thier class at the Tris-State show! We had 6 entrys, tho one was pulled before the show due to a "leakage" problem. Thanks to John Kohl, Ben Benzel, Steve Goodman, Jim Richards, and myself for showing some very nice cars. John Neal almost got his car in but it developed a problem. (those darn "vairs" are always leaking something somewhere!)

I hope the fire in Terry Adams vair was not to serious and she's back on the road soon!

Also a reminder to get you reservations in for our own Tri-state meet in Pagosa Springs this may. Its sooner that you think!

Keep in mind that we have an informal breakfast at the NCO club every second sunday of the month. Everyone is welcome to attend this enjoyable event.

The Prez.

Larry Neal

## PPCC MEMBERS TAKE THE GOLD AT TRI-STATE SHOW

The 37th annual Tri-state Auto Exhibition, the second largest indoor car show in the US, organized by the second oldest car club in the US; the Sabers of Denver was held March 4-6 at the new (and huge) Convention Center in Denver.

Our Pikes Peak Corvair Club was well represented at this three day event with participation by the following club members:

Steve Goodman	1962 Spyder coupe
Ben Benzel	1962 Monza Coupe
John Neal	1964 Spyder convert
John Koll	1964 Monza convert
Larry Neal	1966 Corsa Convert
Jim and Linda Richards	1966 Corsa Custom Coupe

During the show, Steve, Ben and Jim were kept busy answering the many questions people had about Corvairs, demonstrating that many people still have fond memories about the car and are still very much interested in them. There were a lot of 'intelligent' questions also. Questions like "how long did it take you to move the engine from the front to the back?" and "why is Jim's Cobra in a Corvair display?"

There were over 1,000 vehicles including motorcycles shown this year.

In this authors opinion, unlike other local Corvair Clubs in the area, the PPCC participation at the major car event has done more to gain respectability for the Corvair by the public, show promoters and judges than anything else in recent memory. I feel that for the following reasons: (1) a Corvair Club display in a major car show (we were invited to participate by the way), (2) Ben Benzel winning 1st place in the original restored sedan 58-77 class with his 62 and (3) Jim and Linda Richards winning 1st place in the Full Custom Class with their 66 custom Corsa. In each of the respective classes were Corvettes, Camaro, Mustangs, muscle cars as well as many other types of cars entered in these classes. Not an easy feat to win with a Corvair in these classes.

Since it is tradition that the duties of the outgoing show chairman (me--Jim Richards) be assumed by a different club member (volunteer Steve Goodman?) you may contact him to request your Corvair at next years' event. (Drip line ed: say what??)

It is up to you, the members of PPCC to keep the ball rolling. Show your cars this summer--participate in events! Have a CORVAIR summer and see you in Pagosa Springs. Submitted by Jim Richards

(Ed note: come to the March meeting and see the two trophies that Ben and Jim collected.)

## NEW MEMBER JOINS LONG DISTANCE

A hearty welcome to our newest members, Robert and Ruth Smith. He attended our last meeting and enjoyed it so he joined us. Now read this address: 3337 RT 322E, Williamsfield, Ohio 44093. They currently have 5 Corvairs and are still looking. Thanks for joining us.

*Although the changes aren't sensational, they do make a great deal of difference!*

# '65 Corvairs

FOR MANY MONTHS WE'VE LOOKED FORWARD IN ANTICIPATION TO A VIEW OF THE 1965 CORVAIR. As early as December of last year there were rumors from reliable sources that Chevy's air-cooled Compact would undergo its first major styling change. In view of the forthcoming Mustang and other possible sporty-type models from competitors, it was scheduled to have a very definite sports car appearance. We expected something like the Super Spyder show car. Rumor had it that there were two versions under consideration — a tame, tasteful restyle and a really far-out version. Chevy is well-aware that many of its Corvair buyers are extremely interested in sports cars and sports car activities. Small, flexible, economical, and easy to drive, Corvairs number high among the entries at any rally, gymkhana, or slalom. Apparently, Chevy brass got cautious at the last minute and nixed the far-out version, as the heredity of the '65 Corvair is more than obvious. The styling is definitely tame, but entirely successful; it almost completely removes the box-like appearance of previous Corvairs and the hardtop models — the Corsa coupe and the four-door exhibit the beautiful balance and smooth lines of a top-flight European design, if viewed in profile. There's little point in delving further into a description of the body lines; everyone will have full opportunity to see them.

High on the list of things new for Corvair is the full-independent rear suspension. As you know, '64 and earlier models had what might best be described as a semi-swing axle setup. The camber changes were drastic during wheel travel and a definite problem existed where weight-center, roll-center, and camber-change all combined in getting the Corvair around a corner. That setup also had a built-in tendency to wind-wander. At a sacrifice in tire wear, the car could be lowered and a few degrees negative camber cranked in to improve stability and handling, but this was a makeshift correction at best, and had several other drawbacks. What Corvair has adapted is pretty much the Sting Ray rear suspension, where the half-shafts form the upper arm, the lower arm is a single tube, and the trailing torque-arm is a healthy stamping fixed solidly to the hub carrier and pivoting in a large rubber bushing at its forward end.

There are a few innovations all Corvair's own, however. First, due to the 13-inch wheels, it was necessary

to kink the outer end of the lower arms for ground clearance. While camber adjustment on the Sting Ray is accomplished by an eccentric bolt at the inner pivot of this arm, the eccentric is placed at the outer end on the Corvair. As all the arm lengths are shorter in the Corvair, the rubber bushings on the torque arms are more flexible and an additional rod extends transversely from the forward end of the transmission to the pivot end of the torque arm. Threaded adjustment on these rods govern rear-wheel toe-in. Thus, back-end geometry can be adjusted with speed and simplicity. Coil springs are used instead of the Sting Ray transverse-leaf setup.

Next on the list of important news is the Corsa model; an evolution of the Monza Spyder coupe. It's a very smooth-looking hardtop and sports a 180-horsepower Turbocharged engine. The output figure seems to us to be *very* optimistic, but the boost is definitely higher and there are many minor improvements in the turbocharger. An option for the 500 and Monza series is a 140-horsepower engine that sports four single-throat carburetors. All models can be ordered with either three- or four-speed transmissions, but you can't get a Powerglide with the Corsa. Other new options include an adjustable steering column with three-inch travel and a power-top option for the convertible models; both Corsa and Monza.

Brakes are an important item on the new Corvair. They're still drum-type, but are now the same size as the Chevy II and Chevelle (9½-inch diameter), and have 268.6 square inches of swept area. In previous models, it was far from a difficult trick to run them completely out of brakes. There is now plenty of stopping power for almost anything but out-and-out competition.

Our test of the new car took place within the confines of the GM Proving Grounds at Milford, Michigan. They have a small section there known as the Handling Course, very tight and gymkhana-like in the beginning and opening onto a faster series of curves. It provides ample opportunity to evaluate handling potential. We made several laps in a Corsa convertible and a Monza hardtop. Prior to these rides, the best-handling Corvairs we've driven were pretty well doctored with accessories that made them quite stiff and flat. If they swept around a corner at near the limit they did a diagonal dance on the suspension that one Chevy engineer termed "corking." This was especially true if there were any deviations in the road surface. The new Corsa, without any options

or wild camber changes, goes around a corner just as well and without *any* evidence of corking. It is also vastly improved from the standpoint of wind-wander. Steering has been quickened a bit on all models and this, too, is a very desirable improvement. About the only item they left pretty much unchanged is the long throw on the gearshift. The handle has been stiffened, however, and makes the length a lot less noticeable.

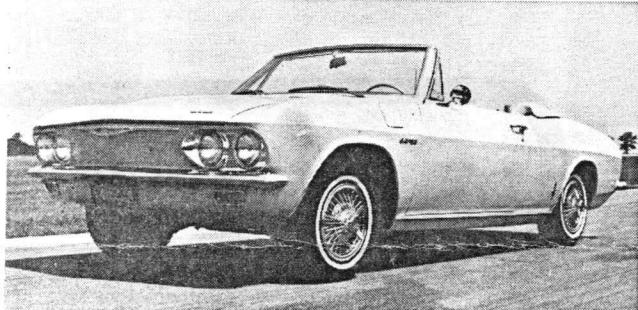
Completely docile, the turbocharged engine will, on demand, get the Corsa under way in a hurry, attaining 0-60 mph in 9.7 seconds and holding good acceleration rates right up to its top speed of just under 120 mph. It takes a few rpm to get sufficient charge built up, then the pressure increases constantly and smoothly. Our test took place on a 95°F day; not one you'd imagine conducive to good turbocharger performance, but there was no apparent effect on output and the car started easily after being left standing hot. Good signs of trouble-free motoring.

The body package has been stiffened in many areas to make sure there is no flexibility with the hardtop design. Now included are inner fender wells over the rear wheels. Though it's difficult to accurately judge noise-level im-

provements by ear without an older model right alongside, we'd venture that the new Corvairs are definitely quieter in terms of road and engine noise. They were quite pleasant in this respect and cannot remember being able to say the same in past years; the engine noise was enough to be noticed at all times, and many individual road surfaces produced drumming in the passenger compartment. Some of this was corrected in 1964 and it seems to now be improved below any objectionable level.

As with the Mustang, the Corsa attempts to provide the man that wants a sports car but needs a sedan with an answer. While the Corsa does not offer the super-performance options the Mustang does — when you can get 'em, that is — it is much less a Compact in many ways. Because of current corporate policy, it won't receive the performance image it possibly should, but this won't stop it from being a hot seller. Matter of fact, we feel it's destined to bring an additional amount of head-scratching in Detroit about the potential of a sporty-type car on the market. At least that's the way we hear it. At any rate, the new Corvair is an impressive, enjoyable automobile. Get a test hop in one, even if you aren't in the market for new wheels. — *Jerry Titus*

## CHEVROLET CORVAIR CORSA-CONVERTIBLE ROAD TEST 16/64



Vehicle ..... Chevrolet Corvair Corsa Convertible  
 Model ..... Corsa Convertible  
 Price (as tested) ..... N.A.  
 Options ..... Radio

### ENGINE:

Type ..... 6-cyl., flat-opposed, air-cooled  
 Head ..... Alloy removable  
 Valves ..... Ohv, pushrod/rocker, hydraulic lifters  
 Max. BHP ..... 180 @ n.a. rpm  
 Max. Torque ..... n.a. lbs. ft. @ n.a. rpm  
 Bore ..... 3.4375 in. 87 mm  
 Stroke ..... 2.94 in. 74.6 mm  
 Displacement ..... 164 cu. in. 2685 cc.  
 Compression Ratio ..... 8.25 to 1  
 Induction System ..... Single-throat, side-draft Carter, turbocharged  
 Exhaust System ..... Two manifolds to turbocharger, single muffler  
 Electrical System ..... 12 V. distrib. ignition

### CLUTCH:

Single disc, dry, diaphragm plate  
 Diameter ..... 9.12 in.  
 Actuation ..... Cable

### TRANSMISSION:

Four-speed, full-synchro  
 Ratios: 1st ..... 3.20 to 1  
 2nd ..... 2.19 to 1  
 3rd ..... 1.44 to 1  
 4th ..... 1.00 to 1

### DIFFERENTIAL:

Transaxle, hypoid  
 Ratio ..... 3.55 to 1  
 Drive Axles (type) ..... Open, 2-joint half-shafts

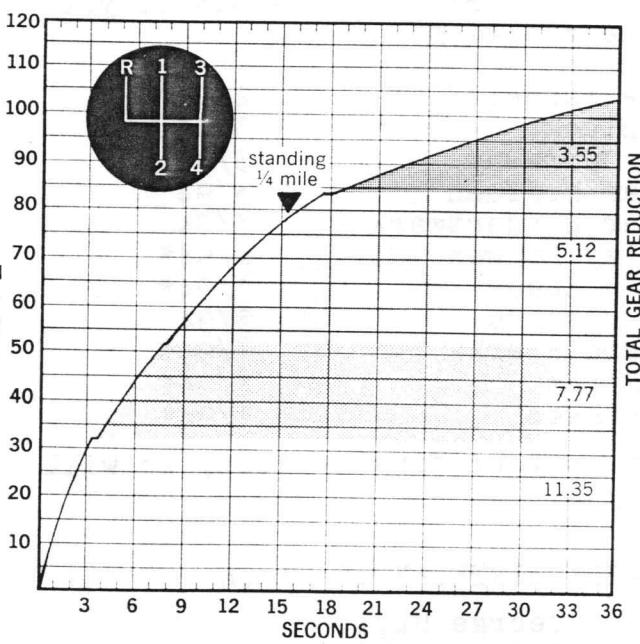
### CHASSIS:

Frame: ..... Unit construction with sub-frames  
 Body: ..... Steel, integral  
 Front Suspension: ..... Unequal arm, coil springs, tube shocks, swaybar  
 Rear Suspension: ..... I.R.S., single lower, axle upper, trailing torque arm, coil springs  
 Tire Size & Type: ..... Tubeless 6.40 x 13

### WEIGHTS AND MEASURES:

Wheelbase: ..... 108 in.  
 Front Track: ..... 55 in.  
 Rear Track: ..... 57.2 in.  
 Overall Height ..... 51.5 in.  
 Overall Width ..... 69.7 in.  
 Overall Length ..... 183.3 in.  
 Ground Clearance ..... 5 in.  
 Curb Weight ..... 2665 lbs.  
 Test Weight ..... 2990 lbs.  
 Crankcase ..... 4 qts.  
 Cooling System ..... Air  
 Gas Tank ..... 14 gals.

PERFORMANCE:	
0-30	3.1 sec.
0-40	5.0 sec.
0-50	7.2 sec.
0-60	9.7 sec.
0-70	0.70
0-80	0.80
0-90	0.90
0-100	1.00
12.3 sec.	
16.8 sec.	
22.7 sec.	
31.9 sec.	
15.6 sec. @ 78 mph	
119 mph	
30 40 50 60 70 80 90	
30 40 50 59 69 78 88	
Fuel Consumption	Max. 1st ..... 32 mph
Average: ..... N.A. mpg	Max. 2nd ..... 53 mph
Recommended Shift Points	Max. 3rd ..... 83 mph
RPM Red-line	5500 rpm
Speed Ranges in gears:	
1st ..... 0 to 32 mph	3rd ..... 15 to 83 mph
2nd ..... 8 to 53 mph	4th ..... 22 to top mph
Brake Test: 72 Average % G, over 10 stops. Fade encountered on 7th stop.	



### REFERENCE FACTORS:

Bhp per Cubic Inch	1.1
Lbs. per bhp	16.25
Piston Speed @ Peak rpm	N.A.
Sq. In. Swept Brake area per Lb.	0.101

## PPCC HOSTS RMC FOR BRUNCH

Pikes Peak Corvair Club will host our neighbors Rocky Mountain Corsa of Denver to Sunday brunch on April 17, 1994 at the NCO Club. Time is 10:30am. This is always a fine and fun gathering. We will also have door prizes. Cost is \$6.95 for adults, 2.95 ages 5-10 and four and under free. Reservations are required by April 14 so PPCC members call Ben at 598-6886 at the earliest.

## GET WELL JIM BLOCK

Get well wishes go to Jim Block in California, he recently had major surgery and the last words were that recovery is going great. Hang in there Jim!!!

## COLLECTOR CAR INSURANCE

If you are looking for reasonable collector car insurance you may want to contact an agent for Condon and Skelly-Antique Motor car insurance. In Colo Springs it is American Insurance Exchange, 500 No Circle, Suite 206, Colorado Springs, 80909. Phone 636-3948.

## MEMBERSHIP

The following named members have dues due NOW or PAST DUE!!!! We value your membership in PPCC. The \$10.00 per year family membership may be mailed to PO Box 5034, Colorado Springs, 80935. Please call Ben at 598-6886 if you have a question.

Jesse Barnett	2/94*
Jim Block	3/94
Dale Carraway	3/94
Norman Hoffman	3/94
Walter Hundertmark	3/94
Bradley Mauger	2/94*
Ronald Reece	1/94*
John Rosales	3/94
Richard Sierka	1/94*
Bob Strum	1/94*
Don Vinson	1/94*

\*this is your final notice, we will miss you.

## HAPPY BIRTHDAY IN MARCH

3	George Hupp
6	Pat Morgan
10	Ellen Fisher
20	Norman Hoffman
23	Bettie Jo Benzel
24	Ray Shick
27	Bill Decker



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## ANNUAL TRI-STATE MEET IN PAGOSA SPRINGS

PPCC will host the Tri-state Corvair meet in Pagosa Springs May 20-22. The host motel is Pagosa Lodge. You should make your reservation by calling 800 523-7704. This is a low key friendly get together, spending a Friday evening through Sunday morning visiting and talking cars and looking at mountain scenery. There will be a parade through town and hopefully a lot of the local folk will visit with us in a parking area and vote for their favorite car. Saturday night will be food and door prizes and presenting the participation award to the club with the most members in attendance. Unfortunately PPCC being the smallest club, we only watch the thing change between Denver and New Mexico clubs. Do not miss out of this fun event.

### Upcoming event calendar

All Chevy Day--Jeffco fairgrounds in Lakewood June 18 (Sat) If enough Corvairs show up, they will give them their own class and trophies.

2nd annual Firefighters charity auto show Sunday August 28 in Arvada center for Arts and Humanities.



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THE

# DRIP LINE

VOL. XVII

NO. APRIL



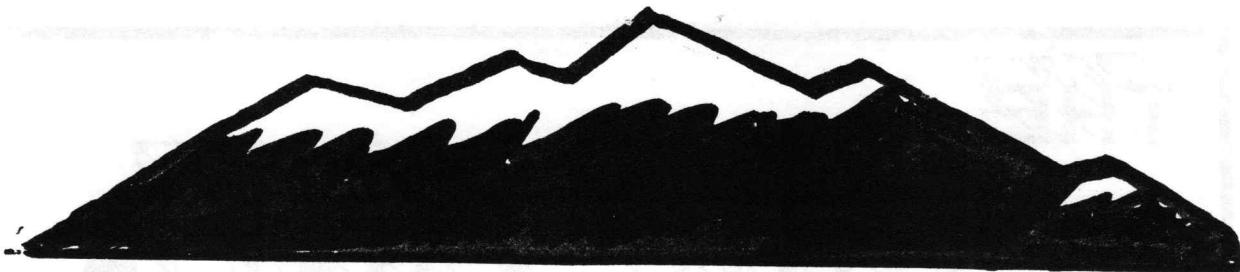
We are on our way to Pagosa Springs for the annual TRI-STATE Corvair meet. Hope to see you there too!!!

A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA





## PIKES PEAK CORVAIR CLUB

### OFFICERS

PRESIDENT	Larry Neal	570-9694
VICE PRESIDENT	Bud Johnson	593-1921
SECRETARY	Ron Lezon	636-1029
TREASURER	John Koll	593-1928
COUNCIL REP	Walter Hundertmark	632-2865
DRIP LINE EDITOR	Steve Goodman	(303) 934-5027
MEMBERSHIP	Ben Benzel	598-6886

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### GREETINGS FROM THE PREZ...

I hope everyone has remembered to make their reservations for Pagosa Springs by now! Time is running out.

This month is also the brunch with Rocky Mountain Corsa at the NCO Club, Sunday April 17. I am looking forward to seeing everyone there good food and a chance to renew old friendships. Thanks to everyone who have been getting to the meetings and especially Ruth Goodman who always makes delicious treats!!!

Remember we will have our regular meeting this month as it is the last chance to discuss Pagosa before it happens.

Be seein' you around,  
Larry Neal

## TRI-STATE HISTORY

With the Tri-state corvair meeting looming in May, some of the new members may not know the beginnings. The 'Tri-state' part began in 1976 when members of Denver, Salt Lake City and Albuquerque decided not going to Philadelphia for the national convention. This was because in 1976 was also the USA birthdaycelebration in the same area. Montrose, Colo. was selected as a central site and a combination of drive to Ouray, getting together in a park and Saturday night banquet saved us from the long, hot and expensive drive back east.

The idea of beginning a yearly rotation was talked about at the national convention in Houston. Albuquerque volunteered to host it and Montrose was again selected. This time PPCC was also included. Sad to say, Salt Lake (Bonneville) was trying to plan for a national and only a couple of members showed up, then to compound their problems had to back out of hosting a national. From then until now, even though the clubs involved are Albuquerque, Denver and us (PPCC) the name Tri-state has prevailed.

The year after Montrose (1986) RMC hosted at Ouray, Colo. The weather was not the greatest but not bad, Ouray being 1987. PPCC took a turn in 1988 at Canon City, back to Albuquerque using Red River NM in 1989. Denver went to Durango in 1990, PPCC had a easy drive going to Gunnison in 1991. New Mexico hosted 1992 in Las Vegas. That is New Mexico, not Nevada and Denver did last year, 1993 in Alamosa. That brings us to PPCC in Pagosa Springs in May. Incidentally, only two people have attended every one of the meetings, Steve Gongora and family from Albuquerque and Steve and Ruth. We have watched the Gongora family grow.

The main purpose of this yearly gathering was to enjoy the cars and each of the members friendship. It was and still is very LOW KEY, and meant to be fun and not very much work or expense to the clubs. It also is supposed to not be very busy with a lot of activities and rigid time schedules to meet. Busy and rigid are left up to national conventions and mini-conventions. Hopefully busy and rigid will not plague us in the future.

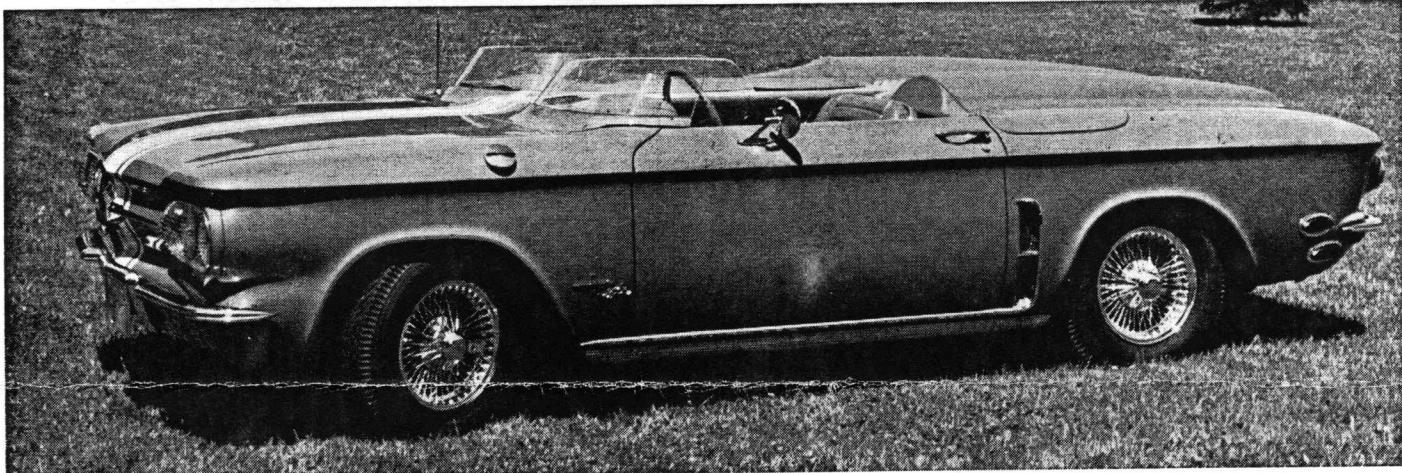
## SPIDER GEAR FAILURES

A potential danger lurks in the 30 plus year old cars, parts failures that cannot be seen by the naked eye. One of these is the spider gears inside the differential. When the failure occurs the following can happen: power to the rear wheel quits, the rear wheels are locked together and the car is hard to turn (ask Ruth about this) or the worst of all; a piece of the broken gear is caught in the ring and pinion and locks up the rear wheels. This happens at speed and can be quite a ride. When rebuilding a rear end (diff) use new axle and spider gears. I am seeing more breakages of high milage and high usage diffs than in the past.

# SEBRING SPYDER

by DIC VAN DER FEEN

Take a Monza, cut off the roof, chop out 15 inches in length, put a real sting in its tail with a Paxton blower, and add dual G.P.-type windshields and you have a line on possible things to come from GM.



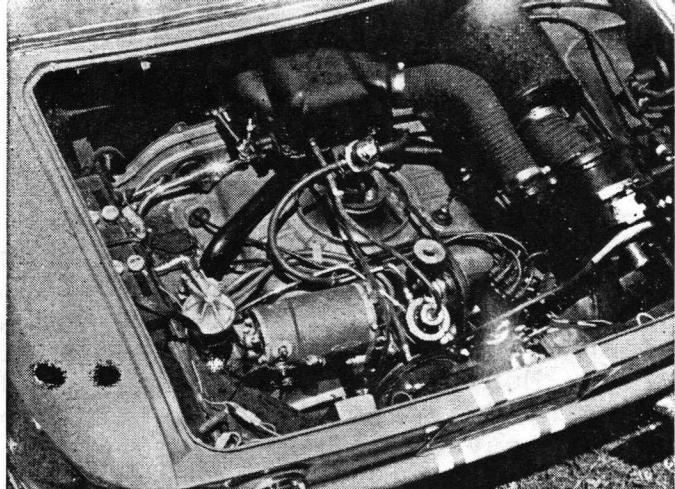
• The description of the sparkling car on our cover is officially—and enticingly—a "Corvair-Corvette for the smaller sports car market." Then, just when you get your hopes up, is added the phrase, "and is strictly an experimental car by General Motors Styling."

But we know hope springs eternal in the breasts of car lovers and it is our guess that GM is very definitely interested in finding out how much hope there is for production of this Corvair Sebring Spyder. Bill Mitchell, GM vice-president in charge of styling, has said, in effect, "Here's an idea. Go ahead and react. Who knows what might happen?"

Mitchell started with the standard Corvair chassis and reduced the wheelbase by 15 inches, nearly all of it taken from between the back of the stock door and the rear-wheel arch. Those doors are the only normal Corvair panels on the Sebring Spyder. All the other body pressings are special steel fabrications. The exception is the rear deck. This quick-lift unit is fiber glass and covers not only the engine but the upholstered baggage section behind the seats. The head-rest fairings lift right with it.

Overall length of the Spyder is 162 inches against the normal model's 180 inches but overall width is up from 67 inches to 68½. The Spyder is strikingly low. It measures just 37 inches off the ground at the top of the head-rest fairings.

Just in front of the rear wheel arches are functional scoops for rear brake cooling. Inside are the standard drums which are highly polished internally to com-



Paxton supercharger installation looks like part of the power plant on the Spyder. Blower adds about 32 bhp to stock 98 bhp.

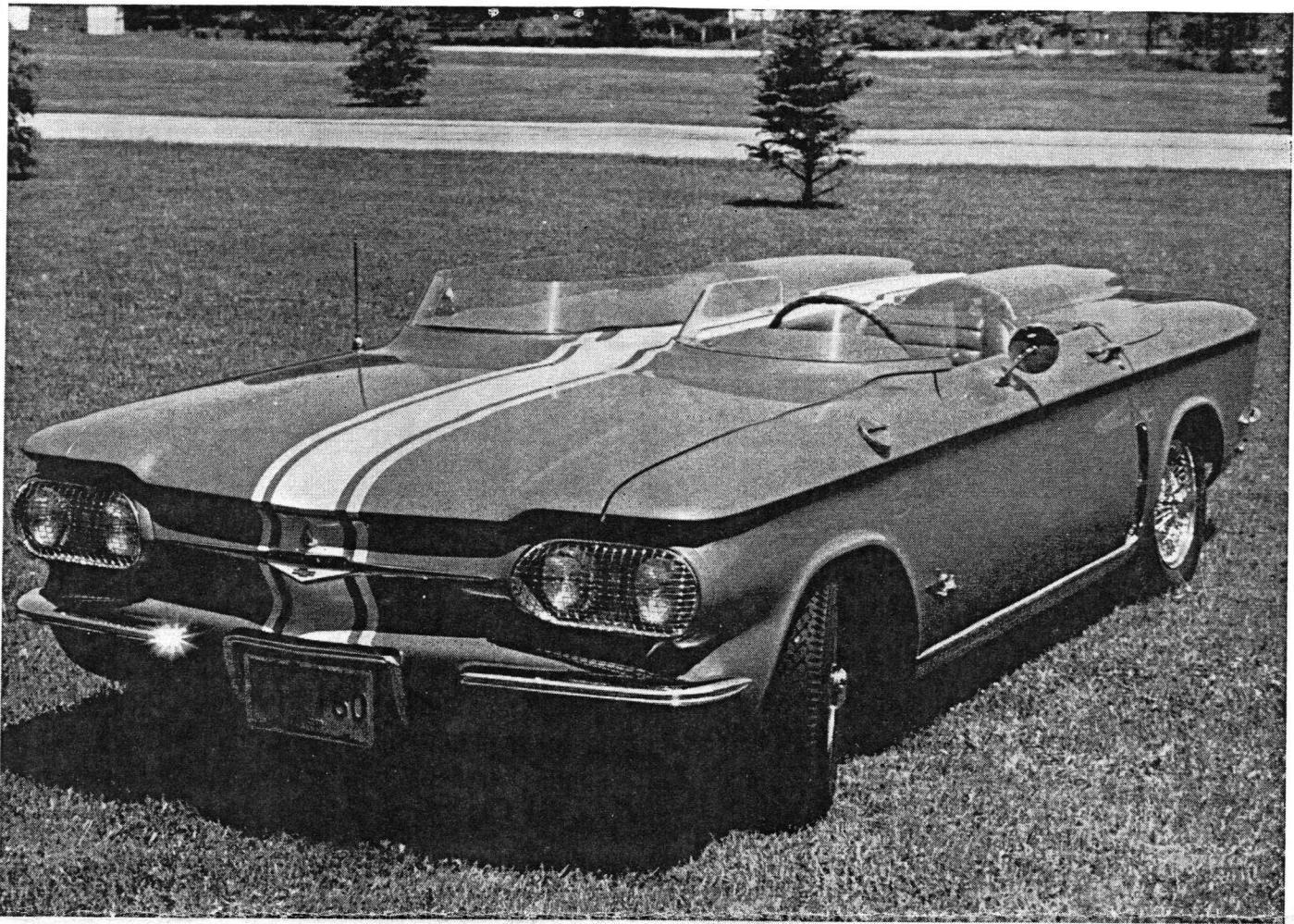
Spyder doesn't really look much shorter than regular Monza until you mentally add 15 inches between wheel arch and door.

plement the sintered linings. The glossy 13-inch chrome wire wheels are offered by Dayton Wirewheel, Xenia, Ohio, and carry Firestone Super Sport tires.

Suspension is the heavy-duty kit now offered for Corvairs and then some. A front stabilizer bar has been installed. The coil-shock combinations front and rear are special setups produced by Delco to suit the hard-cornering abilities of this short-wheelbased chassis. Camber of the rear wheels has also been altered to improve cornering. Two degrees of negative camber is the setting for the Spyder contrasting with the zero running camber of current stock Corvairs.

Attention focuses on the cockpit of the Sebring Spyder. Individual windscreens make it irrefutably a two-seater roadster and lead to a logical permanent division in the seating. An automotive version of the Pennsylvania Dutch "bundling board" is mounted firmly from cowl to rear deck. But there is plenty of room underneath for hand-holding or what-have-you across the space between the two comfortable bucket seats.

GM Styling has had a lot of fun with two other cockpit features. The safety belts retract automatically into an underfloor coil to the right of each seat. Only the end-fitting protrudes when the belt is coiled and it falls naturally to hand. You pull the belt up and across your lap to another convenient floor fitting on the left and sock the end-fitting into place. The result is a solid, flat belt across your middle with no buckles in the way and a quick-release fitting just alongside your seat when you want to un-belt.



Three-quarter front view leaves little doubt as to the Spyder's parentage. Headlight stone guards and twin wrap-around racing

screens offer not-so-subtle clues to the car's intended market. None of the styling hurts performance of GM's little sportster.

The doors have hardware that takes its lead from the Corvette but goes one better. The Spyder features three angled lights mounted in the inside panel that automatically pop on with an attention-getting red when the door is opened.

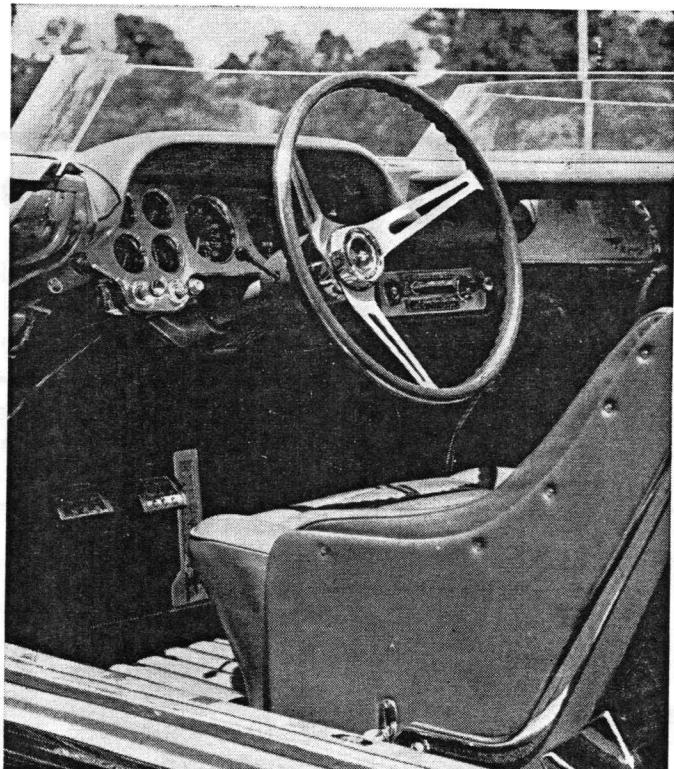
Bill Mitchell turned the engine over to Zora Arkus-Duntov, the Corvette's godfather, who promptly installed the special cam as in the production 98 bhp engine. The engine is fully balanced with all clearances dead-on engineering specifications, and is fitted with—surprise—an awesome Paxton supercharger.

Absolutely nothing was available on power or performance specifications, but we could and did sit behind the wheel and blip the tach to the 5500 rpm mark. The engine wound up so freely we wondered if the accelerator pedal was connected directly to the needle. The red area of the tach is from 5200 to 5800 rpm with the higher mark being the danger point.

Much attention has been paid to the exhaust system with very neat tuning accomplished in an ingenious, undercover manner. The twin pipes from each side of the familiar opposed six run to the opposite side behind the engine but inside the rear body panel before reaching the rudimentary muffler. This gives the necessary length for optimum extraction effect with no abrupt curves in the pipes.

Beyond this, we will have to leave the sexy Spyder with the comment that there is a lot going on under the hood here that doesn't seem to be in GM's Idle Curiosity Department.

—DVdF



Dished wood racing wheel dominates Spyder cockpit. Instruments include 140 mph speedometer and 7000 rpm tachometer.

## MEMBERSHIP DUES:

The following named members have DUES NOW due or they will have passed you up. To maintain our fine hobby, it takes your help to pay postage etc. Dues are a mere \$10.00 per year. They may be mailed to PPCC at PO box 15034, Colorado Springs, Co. 80935.

Please call Ben Benzel at 598-6886 if you have a question.

Jim Block	*3/94	Dale Caroway	*3/94
Walter Hundertmark	*3/94	John Rosales	*3/94
Fred Kalbfleish	4/94	Ed Malew	4/94
Brenda Ramlo	4/94		

\*Renew now as this is FINAL NOTICE!!! Our club will miss you very much. Please do not make it so hard on OLD BEN.

## UPCOMING EVENTS

MAY 14-15	8th annual Tour Tejon Auto Jamboree
MAY 20-22	Tri State Corvair in Pagosa Springs
JUNE 4-5	OCC Swap meet Douglas County Fairgrounds, Castle Rock
JUNE 18	All Chevy Day Jeffco Fairgrounds, Denver

Any club member needing more info on any of the above can get it at the meeting or by calling any of the officers. PPCC has a good turn out for Tour Tejon and All Chevy Day has offered classes for just Corvairs if enough show up.

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## MEETING NOTES

The Pikes Peak Corvair Club was called to order by President Larry Neal with 17 members present. Treasurer John Koll reports we have \$822.32. Minutes of the last meeting were approved as printed in the DRIPLINE.

Jim Richards and Ben Benzel showed the trophies they won at Tri-State Auto Show in March. Ben won 1st in restored class and Jim Richards won 1st in class in Custom. Looks like their hard work paid off, congratulations.

Jim suggested a picture of the two winning cars at the Garden of the Gods and perhaps CORSA would use it on the cover. Ron Lezon volunteered to bring the camera.

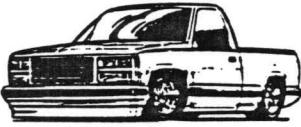
The 12th of April PPCC will host RMC for brunch at the NCO Club. Ben Benzel passed out business cards promoting PPCC to be given to prospective members. Editor Steve asked for suggestions of items members would like to see in the DRIPLINE.

Here are some dates of upcoming events: May 21--Antique auto show at the Abby in Canon City, May 15--Tour Tejon, June 3-4-5--OCC swap meet in Castle Rock.

Meeting was adjourned and door prize drawing followed.

Respectfully submitted,  
Ron Lezon, secretary

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THE

# DRIP LINE

VOL. XVII

NO. MAY



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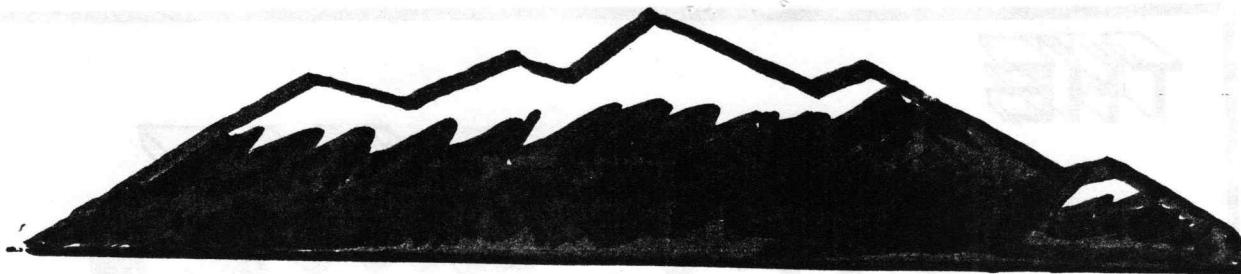
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KROGER



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VICE PRESIDENT	Bud Johnson	593-1921
SECRETARY	Ron Lezon	636-1029
TREASURER	John Koll	593-1928
COUNCIL REP	Walt Hundertmark	632-2865
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### GREETINGS EVERYONE

Well, I hope everyone is ready for Pagosa! I've made my reservations and expect to see you there. After seeing the town and the motel, I think we'll have a pretty nice weekend.

Also this month of the 14th is Tour Tejon auto show. We expect to have seven cars on display, come by and see us. As a side note the club elected to purchase ten raffle tickets from the Corvair Preservation Foundation for a '67 Corvair 500. I've been thinking that if we win it, we might let the club president (me) keep it for transportation to meetings, club events, displays, work, shopping...well it seems like a good idea to me.

As always, thanks to everyone who made it to the last meeting, the weather was marginal but you came anyway. And a special thanks to Ruth Goodman for bringing the delious treats everyone loves. Happy Mothers Day!!!

Larry Neal

## BEN BENZEL WINS YET ANOTHER TROPHY

The Cinco D Mayo Car Exhibition was held on Mayh 1 at the Monument Valley Park and was well attended. Over 120 beautiful pieces of machinery were displayed. PPCC was represented by Ben Benzel who won 1st place in the TUFF 'classic division'. Good job Ben!

## UPCOMING EVENTS

June 4-5--OCC swap at Douglas County Fairgrounds  
June 18---All Chevy Day at Jeffco Fairgrounds, Lakewood  
June 18---6th annual Drive inn movie cruise to benefit  
Canine Companions for Independence  
July 30---The Springs Good Times Car Show, Citadel Mall

## MEMBERSHIP

The following named members have DUES DUE NOW or they will have passed you up. To maintain our fine hobby, it takes your help to pay postage and printing costs. Dues are a mere \$10.00 a year. They can be mailed to :PIKES PEAK CORVAIR CLUB at PO Box 15034, Colorado Springs, Co. 80935

Fred Kalbfleisch	*4/94	Ed Malew	*4/94
Brenda Ramlo	*4/94	Bertie McDonald	5/94
Francine Webb	5/94		

\*Renew NOW as this is your final notice!! Our club will miss you very much.

## 20 YEARS!

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But if we go on a honeymoon, I'll lose my vacation time for the car show!

MINUTES OF THE APRIL MEETING

The PPCC was called to order by President Larry Neal about 7:30pm April 27. Larry thanked everyone for coming out on a snowy day. John Koll reported we have about \$885.00 in the treasury.

Tour Tejon was discussed, about 6 or 7 cars will represent PPCC. Those entering Tour Tejon will meet at 6-7am at Denny's May 15.

PPCC received a letter from the Corvair Preservation Society, they are raffling a late coupe. The club decided to buy 10 tickets.

UPCOMING CAR SHOWS

Cinco De Mayo	May 1
Tour Tejon	May 15
Abbey show	May 21
All Chevy show/Denver	June 18

Thanks to Ruth for the dessert, great as usual. Meeting was adjourned and door prizes followed about 8:30pm

Respectfully submitted,  
Ron Lezon, secretary

FOR SALE 63 Spyder Conv, 69,000 original. Engine rebuilt along with a lot of other upgrading. Call Mike Headley (719) 591-7916

FOR SALE 61 Lakewood wagon, original owner. Turq w/white top. Needs engine work. Driven about 100 miles in last 7-8 years. Accept reasonable offer. Irving Schwartz 504 Whispering Pines Dr., Estes Park, Co. 80517. (303) 586-2688 or daughter in Springs (719) 593-2145. (pd ad)

WANTED 5-hole wheel. Reasonable please. Ben Benzel 599-9725

WANTED Smog parts 67-69. Steve @ (303) 934-8783/934-5027

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## NEW LOOK FOR THE DRIPLINE

Your editor hopes that the new type face you are reading now is better than before. I was using an electric typewriter with a cloth ribbon which was not the best for reproduction.

This month is being done on a BROTHER word processor and it certainly looks better to me. Thank the editors wife for plunging him into the hi-tech world. I spent several hours late at night to learn how to use this, but will admit that watching the words appear on the screen for instant spelling checks is interesting and fun. However I still noticed a spelling error, too late now.

As a lot of you already know, my father was in the printing business until his retirement a few years ago. As a kid I helped him (sometimes begrudgingly) especially when he owned a weekly newspaper in Lebanon, Kansas. I was in high school then. He had graduated from a printing school after he went through high school and could do everything: write, edit, set type, run the presses and folders, like I said everything. As I helped him, I learned enough to be able to sit down and write articles and do the page layouts and luckily with a little less effort because of that experience. I actually worked in the printing industry myself for a number of years but found cars and mechanical things more of a challenge. However the skills that he taught me will never be forgotten.

## COLORADO CAR ON COMMUNIQUE COVER

The May issue of the COMMUNIQUE (official magazine of CORSA) has a CORD replica built by Glen Pray and owned and restored by Jim Emerson of Denver. Some of you may remember Jim and Diana, they were in Kansas City for the Nationals and used to attend the spring minis in Phoenix. They honeymooned at one of those mini-conventions.

It is nice to see a Colorado car on the cover, it has happened only four times, Rich Harris' Yenko Stinger--a group photo before the 81 convention in Denver, my kit car and now the CORD. Congratulations Jim and Diana.

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## PLAN TO BAN OLD CARS IN WINTER FAILS

A plan to ban older cars on bad air days in Denver failed in the early part of April. Apparently the phone calls to the Health dept and other state agencies were of a considerable number.

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THE

# DRIP LINE

VOL. XVII NO. JUNE



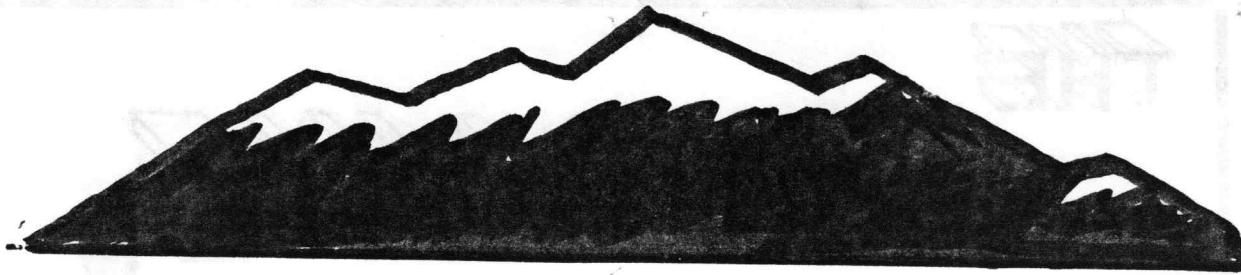
See you at the June 22 meeting and have a happy **JULY 4!!!**

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## PIKES PEAK CORVAIR CLUB

### OFFICERS

PRESIDENT	Larry Neal	570-9694
VICE PRESIDENT	Bud Johnson	593-1921
SECRETARY	Ron Lezon	636-1029
TREASURER	John Koll	593-1928
COUNCIL REP	Walt Hundertmark	632-2865
DRIP LINE EDITOR	Steve Goodman	(303) 934-5027
MEMBERSHIP	Ben Benzel	598-6886

All correspondence to the club or the officers should be mailed to PO Box 15034, Colorado Springs, Colo. 80935.

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### GREETINGS!

Well the Pagosa Tri-State was a success, nice cars, nice people and a great location. I want to thank Steve and Ruth Goodman for the dash plaques, the afgan Ruth made and generally running the show. Also thanks to Jim and Linda Richards, Ben Benzel and Gary Fox for their support. The Pagosa Lodge was a nice place to stay and Pagosa itself is a very nice town. I understand that next years' event will be at Red River, NM. I understand it is a fantastic location so save a little vacation next year. Congratulations to Jim Richards who won peoples choice at Pagosa. I hope Terry Lawerence and Barry Adams, who "won" the hard luck trophy get everything back together and have better luck next year. Thank you Linda Richards for dessert at the May meeting.

Well, that's all for now, see you at the next meeting.

Larry A. Neal, President

PS Congratulations to Misty Decker on her graduation from high school. Good luck in all of your future endeavors.

WELCOME NEW MEMBER

Welcome to our newest member, Donald L. Mitchell. Don joined us this month and sees the need to keep his '66 coupe alive and well. We appreciate your membership and hope to see you at some of our activities.

VIN Decoding Summary

Late Model (65-69)

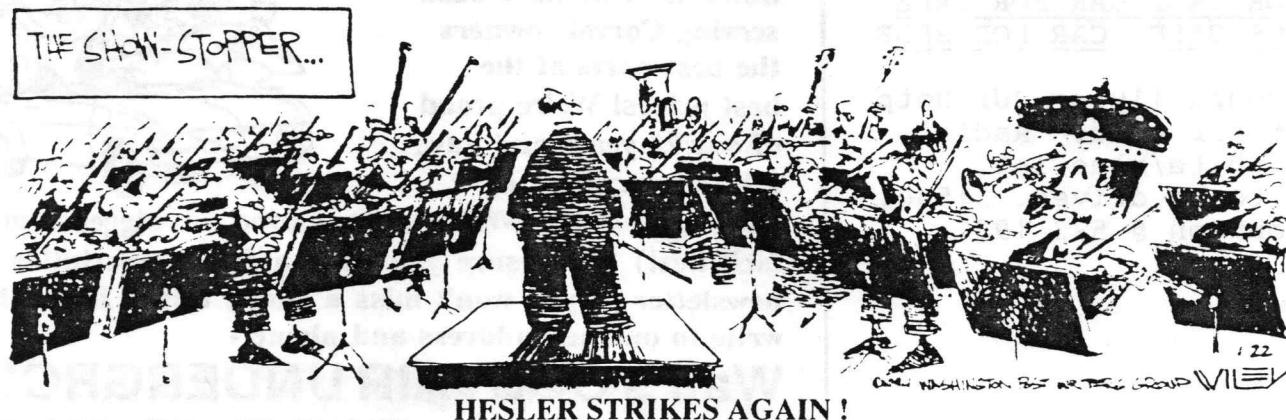
10 7 67 6 W 1 76845  
Chevrolet Corvair \_\_\_\_\_ | Sequence Number (76,845th 66 built)  
Model "3" = 500 \_\_\_\_\_ | 100,000 grouping "1" = first  
"5" = Monza \_\_\_\_\_ | Assembly Plant "W" = Willow Run  
"7" = Corsa \_\_\_\_\_ | Year: "6" = 1966  
Body Type: "37" = 2 door \_\_\_\_\_ |  
"39" = 4 door \_\_\_\_\_ |  
"67" = Convertible \_\_\_\_\_ |

Early Model (60-64)

3 0 9 27 W 2 81738  
Year: "3" = 1963 \_\_\_\_\_ | Sequence Number (181,738th 63 built)  
Corvair \_\_\_\_\_ | 100,000 grouping: "2" = 2nd  
Model: "5" = 500 \_\_\_\_\_ | Assembly Plant: "W" = Willow Run  
"7" = 700 \_\_\_\_\_ |  
"9" = 900 \_\_\_\_\_ |  
Body Type: "27" = 2 door \_\_\_\_\_ |  
"35" = Lakewood \_\_\_\_\_ |  
"69" = 4 door \_\_\_\_\_ |  
"67" = convertible \_\_\_\_\_ |

Thanks to the JUNKYARD PRIMER by Larry Scrivner

NON SEQUITUR by WILEY MILLER



Clipped from March 94 VairViews (San Diego) without their permission, but they sent us Marsh without our permission. Luckily however, we got Carol too.

## MINUTES OF MAY MEETING

The meeting of 25th was called to order by President Larry Neal at 7:30pm. The minutes of the April meeting were approved as published in the DRIPLINE. It appears that the Pagosa Springs did better than breaking even. The word should be at the June meeting.

Tour Tejon was discussed as well as the TRI-STATE. The upcoming ALL-CHEVY DAY in Denver was discussed. Hopefully there will be several cars from PPCC at the show. It was also announced that next year the TRI-STATE will make a return engagement to Red River, NM. It will be hosted by Corvairs/New Mexico. Make plans now to attend.

With no other business and a very sparse crowd the meeting was adjourned and door prizes were drawn.

Respectfully submitted,  
Steve Goodman for Ron Lezon

### APOLOGIES TO THE LADIES

When writing about the Colorado Corvairs on the cover of the national magazine I completely forgot about the most celebrated of all, the April Swimsuit Edition of a year ago. This cover pictured Sandy Lezon and Cindy Hupp with their cars and created a stir that is still continuing in CORSA.

I apologize for leaving that cover out. (I do have a calendar on the wall at the shop. Sandy also was on the inside pages of June COMMUNIQUE. Is this also the 1995 calendar????

### CAR FOR SALE CAR FOR SALE CAR FOR SALE CAR FOR SALE

1966 Monza 110/pg 4dr hdtp w/fact air cond. Radial tires-white/blue int. Needs to be driven. \$1500. Bud Johnson @ 593-1921

## 20 YEARS!

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## PPCC's YOUNGEST MEMBER GRADUATES

Misty Decker of Salida attended the Tri-state in Pagosa Springs in her late red convertible. That in itself is not surprising as there were a number of open cars there. What is interesting is the fact that Misty is (was) a senior at the Salida high school, she graduated around the same time as the meet.

Congratulations to Misty and best of luck to you in the future.

## MEMBERSHIP

The following named members have due DUE NOW or they will have passed you up. RENEW NOW!!! To maintain our fine hobby it takes your help to pay postage and printing costs not to mention door prizes, meeting room, etc. Dues are a mere \$10.00 a year. They can be mailed to PPCC PO Box 15034, Colorado Springs, Co. 80935. Questions call Ben Benzel @ 598-6886.

Roy Donegon	6/94	Chuck Harlow	6/94
Jim Richards	6/94	Arthur Thompson	6/94
Francine Webb	*5/94		

\*FINAL NOTICE

Thanks folks for your PROMPT renewal. We appreciate it and it is easier on this old man.

Ben Benzel

## CLUB LIBRARY AVAILABLE

We have a library of technical tips, repair shop manuals, etc for the members to check out. Also there are decals of PPCC.

Call Treasurer John Koll and he will be happy to help.

Ben Benzel



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PERFECT WEATHER GREETS  
TRI-STATE IN PAGOSA SPRINGS

Ninety one Corvair owners met in Pagosa Springs, Colorado for the annual Tri-state meet. This year the host club was Pikes Peak Corvair Club.

The Pagosa Lodge was the host motel and the view of the lake each morning was spectacular.

The trivia quiz was a tie with Bill Reider of CNM and Marsh Hessler of PPCC. The tie breaker question was: how many gear ratios were offered in 1963; Bill Reider was correct with '4'.

The hardluck award went to Terri Lawerence and Barry Adams. The distance trophy was awarded to Wayne Christgau from Iowa who drove over 1300 miles in a 1967 coupe that has accumulated over 500,000 miles. He has owned it since new.

Jim Richards of PPCC and RMC won peoples choice with his '66 custom coupe, Ralph McDonald was second with the '65 convert. Over 300 votes were counted between the entrants and the local folks of Pagosa Springs. The local turn-out in the city park was very good.

The attendance award stayed with RMC with 27 members and wives counted, CNM was second with 24 and PPCC finished third with 20.

There were two raffles, one for a 12" b&w TV and the other for an afgan knitted by Ruth Goodman. The TV was won by Ben Benzel of PPCC and the afgan by Shirley Durham of RMC.

Dennis Pleau, VP of CNM announced that next year will be a return engagement to Red River, New Mexico. Actual dates will be forth coming. Also CNM is working on the upcoming national convention in 1996.

Pikes Peak Corvair Club would like to thank all who attended this year and hope they enjoyed themselves.

I would like to thank Ben Benzel for the trophies and the TV even though he won it, Jim and Linda Richards for helping with registration and other needed duties, Ruth Goodman for knitting the afgan and doing the registration with Linda, Larry Neal for running the show after supper and the other duties that a club president does and Garry Fox for the trivia quiz. Lastly thank you to all PPCC members who attended.

---

PPCC WINS AGAIN AT TOUR TEJON

Jim Richards and Ben Benzel continued their winning ways by both taking 1st place in class trophies at Tour Tejon. Also showing for PPCC were Ron Lezon, Larry Neal, John Neal and Steve Goodman. Congratulations, Ben and Jim!!!!

THIS ~~BUD'S~~ CLUB'S FOR YOU

Between the newsletters received by PPCC and the bunch that I receive at home and the shop plus other marque club newsletters there is one thing in common: lack of interest by the members. That is not to say that all members are not interested in the activities or meetings but the general gist of things is attendance is down around the country.

Virtually every newsletter talks of an event of only a couple of cars showing up or short attendance at meetings. We have had that problem in PPCC also. I remember a year or so ago that a tech session scheduled at John Koll's house had only one car show up for attention. Even at the May meeting only a hand full of PPCC members were there.

Is it that everyone is tired of doing the same old thing?  
Is it that the interest in the car is going away?  
Is it that too many other interests conflict?  
Is it that if you attend an event you will be volunteered to run the next one?  
Is it that your car is not "pretty" enough to be along side some of the other cars?  
Is it that you cannot afford a combination of gas, baby sitter, meals out, etc?

Probably all of those and others that I have not thought of.

The plain fact is that each of you PPCC members are needed by the club for the club to succeed.

There is an answer to each of those questions except the last one. If you crave a new event, let someone know of your ideas. Sure you may get volunteered but you can always find someone else to help.

If interest in your car is failing, find something new to either add to it or change appearance etc. Additions like mag wheels, stereo, sun roof, exhaust system, steering wheel or exhaust system can make you think you have a new car. Other conflicting interests cannot be overcome. Either you feel the need to attend or you don't.

See answer to number one--if you need assistance ask someone who has set up events before.

"Pretty" is hard to define. If you are entering hard core concourse showing, then your car definitely needs to be looking good, but for the events like Tour Tejon and the parades we are involved with you do not need a show car. The other side of working on the car whether to add a personal touch or body/paint or mechanical is that the club will help. There are members who have painted, added stereo systems and rebuilt their own engines to give you assistance. Maybe not actually doing work for you but helping with tech questions etc. Also there was a tech session and even though it was poorly attended, another could be scheduled if there is interest.

In other words, you must give something to the club to get something out of it. See you at the June meeting.

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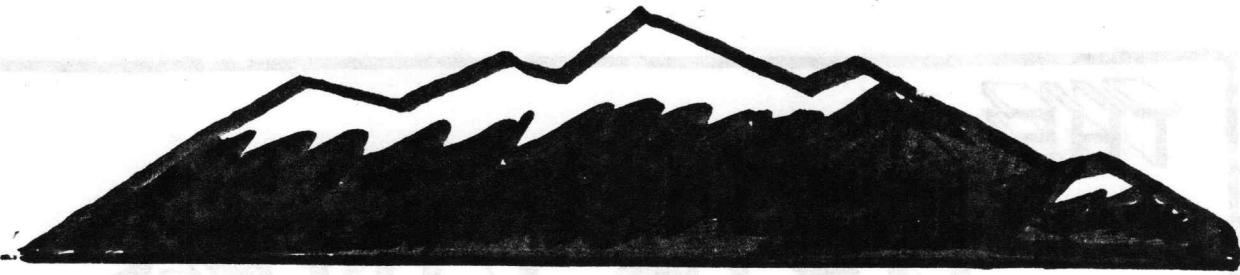
We are driving to Denver on July 17 to look for bargains at Bill and Barney Smith's sale.  
See you there or at the meeting.

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---

### GREETINGS:

Well, just got back from the Mid-Ohio Corvair owners convention in St. Louis. Had a great time, saw lots of nice cars and people, bought a few parts and just generally enjoyed myself.

I hear Jim Richards and Ben Benzel won trophies at the All-Chevy Day in Denver. Congratulations!!!

As a reminder, we have our club picnic in August so it is not too late to start thinking about that dessert or salad you'd like to bring.

You might also check this month's DRIPLINE for some of the events going on in and around our area. There are some neat things happening this month. This includes our second Sunday brunch at the NCO club. If you have never attended, then think about joining us for some friendly conversation and fine food.

Till next month

— Larry Neal, President

JUNE MINUTES

The Pikes Peak Corvair Club was called to order by President Larry Neal on June 22, 1994 at 7:30pm. There were 16 members present.

The minutes of the May meeting were approved as printed in the DRIPLINE. There was no treasurers report.

A discussion was held on date of the annual picnic and the details thereof. It was decided the normal meeting night of August 24, 1994. Ben Benzel as usual would take care of hot dogs, burgers and brats while the spouses would bring salads and desserts. The club will also furnish drinks.

Ben Benzel, Jim Richards and Steve Goodman represented PPCC at the All-Chevy Day on June 18. Ben won 3rd in Stock, Jim 1st in Custom. Congratulations to both.

Thanks to Ruth for the dessert, a chocolate cake, which was tasty as always.

The meeting was adjourned and door prizes followed at 8:30pm.

Respectfully submitted,  
Ron Lezon, secretary

PICNIC SCHEDULED FOR AUGUST

The annual club picnic is scheduled for August 24, the normal meeting night. Starting time is earlier than usual, 6:00-6:30pm. The club will furnish meats, buns and drinks. The club will also furnish the plates and tools. The members asked to bring their favorite salad or dessert to share with the others.

This is usually one of the higher attendance functions of the summer. Please keep it up. Plan to attend.

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We accept VISA, Mastercard, AMEX and Discover - also C.O.D.

## WELCOME NEW MEMBERS

Lets welcome Jim and Diana Emerson. They reside at 1490 South St. Paul, Denver, Co. Jim showed his 1963 Spyder convert at the All Chevy Show which was appreciated very much. In addition, he has other fine Corvairs and if you are a CORSA member, you recently saw their beautiful red CORD replica on the front cover of the COMMUNIQUE. Thanks for joining our club, Jim and Diana, we appreciate it a lot.

Also joining us are David and Connie Albert. They reside at 3130 Wesley Place, C/S. They are proud owners of a 66 Monza 4dr. We welcome all of you and hope to see you soon.

## MEMBERSHIP

The following named members have dues DUE NOW or they will have passed you by. To maintain our fine hobby it takes your help to pay postage, etc. Dues are a mere \$10.00 a year. If your name appears below please remit ASAP to PPCC, PO box 15034, Colorado Springs, Co. 80935. Questions call Ben @ 598-6886.

Misty Decker	7/94	Ray Donegon	6/94*
Rose Roseburrow	7/94	Jim Richards	6/94*
Chuck Harlow	6/94*	Robert Sparling	7/94
George Hupp	7/94	Arthur Thompson	6/94*
Terri Lawerence	7/94	Bob Wencl	7/94

## PPCC MEMBERS AT BUENA VISTA

PPCC was represented well at the 11th annual Buena Vista car show. It was held July 3. Jim and Linda Richards, Larry Neal, John and Phyllis Neal, Misty Decker and her mother Glenda and Steve and Ruth Goodman were entered. Over 120 cars were entered. There was a door prize for every entrant, Jim a gift certificate, John a pair of jack stands, Larry a gift certificate, Misty a tire guage, and Steve a gift certificate. Thanks to the folks at Buena Vista for a good show and a good time.

## UPCOMING EVENTS--UPCOMING EVENTS--UPCOMING EVENTS--

Smith Bros cars/parts sale---July 17--Denver--see map  
Good times car show--July 30--Citadel Mall  
Annual BBQ/swap meet--Aug 14--Denver--see map  
Compact car show--Aug 14--Denver--Sheridan High School  
Annual PPCC picnic--Aug 24--regular meeting spot

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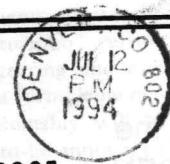


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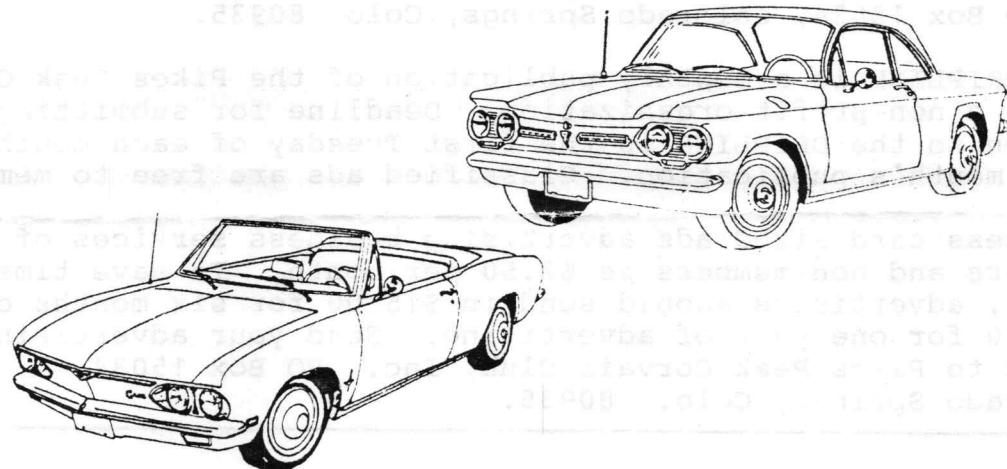
# DRIP LINE

BUD STAVROS VACUUM

VOL. XVII

NO. AUGUST 1994

## I CORVAIRS



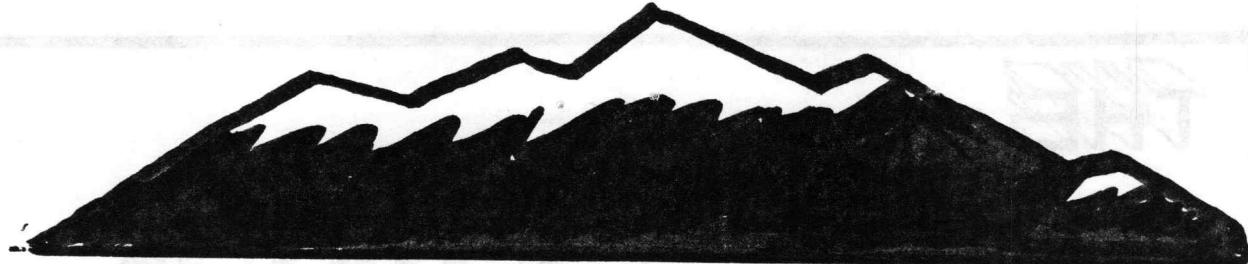
SEE YOU AT THE CLUB PICNIC ON AUGUST 24

A Publication of

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## PIKES PEAK CORVAIR CLUB

### OFFICERS

PRESIDENT	Larry Neal	570-9694
VICE PRESIDENT	Bud Johnson	593-1921
SECRETARY	Ron Lezon	636-1029
TREASURER	John Koll	593-1928
COUNCIL REP	Walt Hundertmark	632-2865
DRIP LINE EDITOR	Steve Goodman	(303) 934-5027
MEMBERSHIP	Ben Benzel	598-6886

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### GREETINGS FROM THE PREZ

This month is our picnic. I hope we have a good turn out as usual for this event. We are going to start at 6:00pm this year so be there on time!!! Please remember to bring either a salad or dessert to go with the hamburgers, drinks and stuff the club is furnishing.

Those who did not go to the Smith Bros Corvair parts sale really missed out. There were lots of good parts and bargains galore.

Also this month is the annual picnic and swap meet sponsored by Rocky Mountain Corsa at Chris Bardens' home in Boulder. I'm heading up right after I finish this so hope to see you there.

Larry Neal, President

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Late NOS piston/cyl assem--3ea welded hub clutch disc--  
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1ea late good used e-brake cable--1ea good used throttle rod  
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65 blk rear seat cover--1ea perfect chrome turbo air cleaner-  
1ea 61 bow tie mirror--1ea NOS starter nose--1ea chrome dip-  
stick and turbo oil feed line--2ea 65 CORSA rear grill inserts  
1ea perfect wood wheel w/65 adapter and horn button--2ea NOS  
choke pull offs--1ea Fitch style Talbot racing mirror (NOS)--  
3ea 65 Corsa wheelcovers--1ea 65 turbo head #3856762, recent  
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RMC PICNIC WELL ATTENDED

The picnic/swap meet hosted by the RMC (Denver) was held on August 14th in Boulder at Chris Bardens estate. There were attendees from Grand Junction, Fort Collins and Aspen. PPCC members present were Larry Neal and folks, John and Phyllis Neal, George and Cindy Hupp (along with a Greenbrier full of parts), Marsh and Carol Hessler, Jim and Linda Richards and Steve and Ruth Goodman.

After the downpour Saturday, the weather Sunday was clear and HOT/HUMID but no rain. Thanks to RMC and Chris Barden for inviting PPCC.

LOOKING AHEAD TO ALBUQUERQUE--96

We have a rare opportunity in 1996, a short drive to a national convention. Probably the only other times this has happened was Kansas City and of course Denver. We should make plans now to attend in 1996. One of the first objectives should be that anyone who is not a member of CORSA should join NOW. In many local clubs (including Denver) it is mandatory to be a member of national to belong to local.

As time grows closer to the date, CNM will no doubt ask for help from some of their neighbor clubs, PPCC among them. They support the TRI-STATE each year and they deserve our support during the national convention. For those of you who have never attended a national meet, you should. There are cars there that you will never see again. Plus the friends that you make can last a lifetime. PLAN TO GO--ALBUQUERQUE 96!!!!

## UPCOMING EVENTS

August 24---

Annual picnic at our meeting home on USAF Acadamy. Starting 6:00pm. Bring dish/dessert---don't miss it!!!

Sept 10---

4th Annual James Dean Daze, Limon, Co Call 598-6886 for more details.

Oct 1---

Pikes Peak Community College VICA car show Call 598-6886 for more details.

Nov 4-5-6----

17th annual Great Western Fan Belt Toss and Swap Meet, Palm Springs, Ca. See Prez for more details. Entry form will be printed next month.

Dec 14---

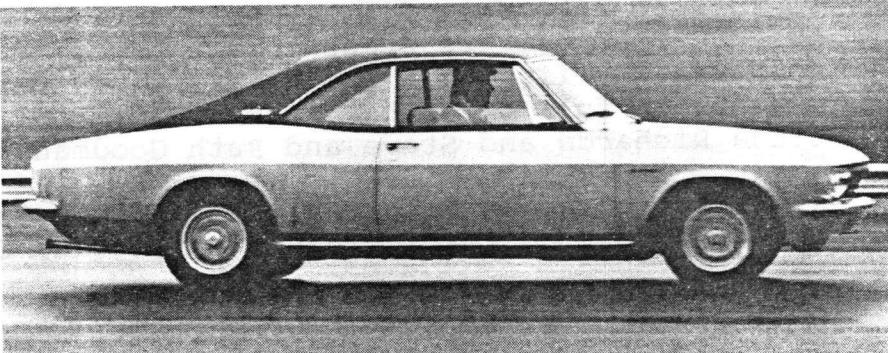
Pikes Peak Corvair Club annual Christmas Dinner, gift swap and elections.

SHOW UP, AUGUST 24th AT THE NCO CLUB HOUSE, BRING YOUR APPETITE AND EITHER A SALAD OR A DESSERT. PPCC WILL FURNISH THE REST INCLUDING SOFT DRINKS. HOPE TO SEE YOU ALL THERE!!!!!!

## FOR YOUR INFORMATION

CORVAIR MYTH SHATTERED: *The much-maligned (by safety crusaders) Corvair, reports Automotive News' feisty Joe Callahan, may yet turn out to be one of the safest cars on the road. An unpublished study, instigated by an insurance company, statistically proves that Corvair's accident and injury rates are significantly lower than those for standard sedans. But, says Joe, this information is being swept under a carpet of secrecy. Callahan also points out that crash-testing has shown the Corvair's more "crushable" front end (i.e. one without an unyielding engine block) actually gives occupants a better chance in head-on collisions. Whaddya think about that, Ralph?*

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The FOR YOUR INFORMATION clipping is from CAR LIFE, Oct 67. The FITCH SPRINT ad is a clipping from unknown car magazine in the late 1960's.

## MEMBERSHIP AND DUES

The following named members have dues DUE NOW or are PAST DUE. If your name appears below, please remit ASAP to PPCC, PO box 15034, Colorado Springs, Co. 80935. Dues are a mere \$10.00 a year. Questions call Ben Benzel @ 598-6886.

Marshall Hesler	8/94	Sidney Jones	8/94
Robert Sparling	*7/94	Tom Torrey	8/94

\*Final Notice

(ed. note) Please send your dues in immediately, Ben gets really cranky when dues are late!!!

## WELCOME NEW MEMBERS

Welcome aboard to John and Louise Smith. John has had Corvairs for years as daily drivers and is currently restoring a 62 4-dr PG. John is also a member of CORSA now and we appreciate that. They reside in the Springs at 3533 Queen Anne Way, 80917. Also welcome back after a little vacation to Bradley Mauger. Brad and John: we really appreciate your membership and hope you will enjoy our fine club.

As a matter of information, we have a total of 52 dues paying members. Thanks for your continued support of our fine hobby.

Ben Benzel, membership

## CHRISTMAS PARTY AND ELECTIONS

The date of 14 Dec (Wed eve) has been reserved for our annual Christmas Dinner party and elections of 1995 officers. This years' party will be held at the USAF Academy NCO club. RESERVE this date NOW!!! More late on this nice event.

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## TECH TIP

Do you have a late model Corvair and are tired of looking at that aged back window trim? If your is anything like mine it has probably been weatherbeaten and cracked. It looks like it is hanging on for dear life.

My solution was to purchase some pinchweld moulding with a rubber weatherstrip on one side. The moulding presses on by hand and the rubber fills the gap under the moulding. The moulding comes only in black, but considering the alternative, it beats looking at weathered plastic.

You can purchase the moulding at Trim & Supply in Albuquerque New Mexico phone (505) 265-6787. Tell them you need 8' like the stuff they sell to Steve Gongora at HOUSE OF COVERS. Or you may try a trim supply store in your area. Cost is \$26 or so for the 8' length.

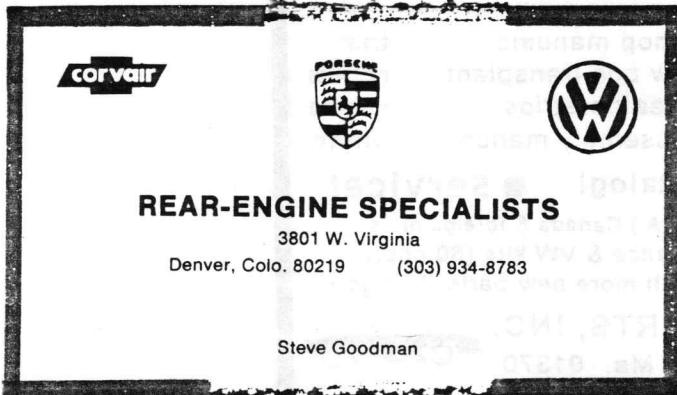
(Stolen from CNM newsletter--Thanks to Steve Gongora)

## WHERE TO GO FOR AN ASPEN TOUR???

We have two choices of destinations for the aspen tour this year. First choice is Buena Vista and lunch at the DINNER BELL. Checking with the manager finds that they can hold the 30 or so of us. They must know in advance of the head count. Choice number two is ROTH'S in Estes Park. Marsh Hessler checked with them and they also can hold the 30 or so and must know in advance. Please think about these two or a choice of your own at the August meeting.

ROTH'S is a buffet for \$8.95 plus tax and tip, the DINNER BELL is off of the menu.

Or...we could do the same as two years ago and go to DELANY'S DEPOT for all you can eat also in Buena Vista.



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## MINUTES OF JULY MEETING

The July meeting of Pikes Peak Corvair Club was called to order by President Larry Neal at 7:45pm. There was no treasurers report but it was announced that we were solvent. Minutes of the June meeting were approved as written in the DRIPLINE. There were 11 members present, no guests or new members.

Larry read a nice thank you note from Misty Decker regarding our \$25.00 gift to her after graduation fund. She stated the money would be put into her college account.

We talked about the annual club picnic August 24. Ben could use some help with the cooking if you have some time. This year the picnic will begin at 6:00pm. The ladies present at the meeting signed a sheet regarding what they would bring as a side dish. All others bring either a salad or dessert. All else will be furnished by the club (PPCC).

We also decided that Sept 18th will be our annual aspen run. We will decide at the August meeting our destination.

As always, thanks to Ruth Goodman for the great dessert. Meeting was adjourned at 8:30 and door prizes were drawn for.

Respectfully submitted,

Ron Lezon, Secretary

## JUST ANOTHER DAY

THAT CORVAIR HAD BEEN SITTING IN THE GARAGE  
FOR 12 YEARS NOW! REGINALD AND PENELOPE WERE  
AT WIT'S END.



Penelope and I looked at lots of Corvair parts catalogs, but nothing seemed right!



"Look" said Penelope, "Here's the Corvair Underground catalog! I know that's the place to buy!"



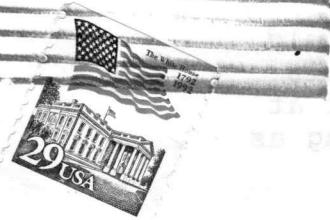
Unfortunately, I didn't know what I was doing and the fax caught fire. Well, there's always mail or the phone

Reginald should have sought professional help with his fax machine - still they both had the right idea - Why waste time with less than the best? 20 years of experience means results! Next time you need Corvair parts call, write or fax us at the one and only, CORVAIR UNDERGROUND!

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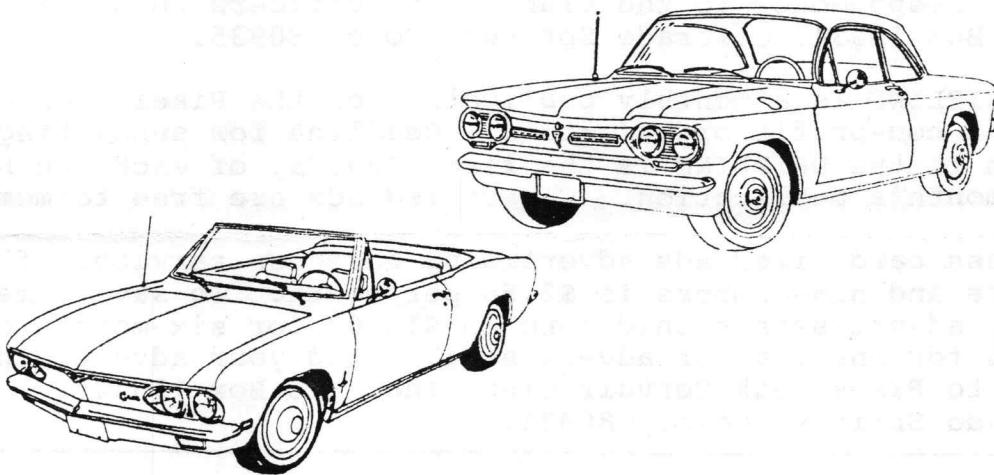
THE

# DRIP LINE

VOL. XVII

NO. SEPTEMBER 1994

## I ♥ CORVAIRS



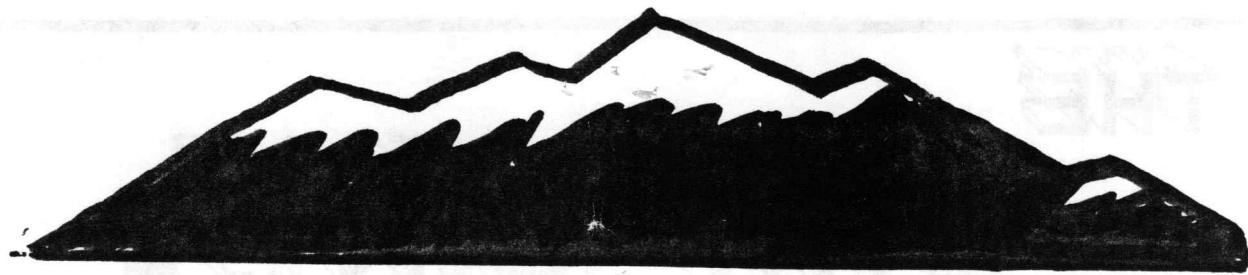
SEE YOU AT THE SEPTEMBER MEETING  
September 28 at the NCO Club House

A Publication of:

A CHAPTER of the

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VICE PRESIDENT	Bud Johnson	593-1921
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Hello all!!!

Thanks to everyone who attended this years' club picnic. We had some good food and great company. Special thanks to Ben Benzel for the meats and accesories and his plus Dick Shucks cooking. Plus thanks to the ladies for cleaning up afterward.

By the time you read this we will have finished the aspen tour. I hope it was a lot of fun for all of you, I'm looking forward to it myself.

See you at the next meeting.

Larry Neal, President

## ASPEN TOUR GETS GOOD WEATHER

The aspen tour was Sept. 18. Last year a scheduling conflict did not allow for a fall drive so this year almost felt like something new. The route was the same used two years ago, through Penrose to Canon City, (We waved to the Glusicks on the way through) then west of 50 to Colo 9 and up to Hartzel, then to Buena Vista.

The restaurant of choice this year was the Dinner Bell. That restaurant had participated in the street show in Buena Vista over July 4.

19 PPCC members and guests met at Denny's and left shortly after 9:00am. They were John Koll, Larry Neal, John and Phyllis Neal, Jim and Linda Richards, Garry Fox, Jessie and Bridgette Barnett and son Mike, Ed and Dorothy Maylew and a guest from Michigan, Eva Taber, Walter Hundertmark, new members Kent and Karen DeGroff and daughter Kelly and Steve and Ruth Goodman.

All were driving Corvairs except Maylews and quite a few comments were heard on the CB. Also no mechanical trouble was encountered. The convertible crowd 'wimped' out at Hartzel and put the tops up, clouds were threatening and a few sprinkles were seen on the windshields.

The aspen were turning in some areas, probably one of the better weekends to view them. Everyone took pictures along the way.

Thanks to all that attended.

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Bob Feasel	9/94	Larry Neal	9/94
Alain Jean	9/94	*Tom Torrey	8/94
Bud Johnson	9/94	*Sid Jones	8/94
Carl White	9/94		

\*Denotes FINAL NOTICE. We will miss you if you don't send your dues in NOW.

## WELCOME NEW MEMBERS

Kent and Karen DeGroff, formerly of New Mexico have joined our fine club. We were pleased to have them at our picnic. They are the proud owners of a 62 Greenbrier and a neat 65 Monza coupe. We are glad you joined us.

Ben Benzel, Membership chairman

## UPCOMING CHRISTMAS PARTY AND ELECTIONS

Plan now for the Christmas party to be held on Dec. 14. The place will be the NCO Club and the price is \$12.60 per person and includes tax and tip. As usual a gift exchange will be held, more on that as the time gets closer. Reservations MUST be made by the 10th of Dec. Your choices are turkey or prime rib. Send your checks to John Koll (treasurer) or bring to the meeting.

The other item for that evening will be election of officers. If you want to volunteer for next year just say so.



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MEETING MINUTES

The August meeting of PPCC was called to order by President Larry Neal about 7:30pm August 24. The meeting followed the annual picnic and everyone was full, to the brim. Guests, later to become members, Kent and Karen DeGroff were introduced as well as a guest; Cole who came with Misty Decker all the way from Salida. Long distancea went to Marsh and Carol Hessler from Estes Park.

Ben announced that the NCO club had been reserved for the Christmas Party, Dec 14. Prime Rib and Turkey are the two features. Reservations must be made no later than Dec. 10. The upcoming Fan Belt Toos/Swap Meet in Palm Springs was discussed.

A vote was taken between the Dinner Bell in Buena Vista and Roths in Estes Park for the aspen tour on Sept. 18. The Dinner Bell won out. Meet at Denny's on Bijou and I-25.

Ben added to our treasury when he was asked to show his 62 coupe at Norwest Bank's birthday party. He charged them \$50.00 and passed the check to the club. Thank you Ben.

Treasurer John Koll announced that the club was solvent, the picnic cost was \$95.19.

Meeting adjourned and door prizes were drawn. Thanks to all that attended.

Respectfully submitted,

Steve Goodman, for the vacationing Ron Lezon and family who were in Yellowstone on the meeting day, chasing Yogi Bear and Boo-Boo who had taken their picnic basket.

---

THANKS TO MARSH....

Thank you Marsh Hessler, for the cover 'I love Corvairs'. This was a Christmas card that Marsh and Carol sent out several years ago. Marsh mentioned to your editor in July that the cover pic of the DRIPLINE showing the car and people was getting old and suggested a change. I looked into back issues of the DRIPLINE and found the cover that you see now. Thanks to the Hesslers.

---

Oct 1--- UPCOMING EVENTS

Pikes Peak Community College VICA car show Call 598-6886 for more details.

Nov 4-5-6----

17th annual Great Western Fan Belt Toss and Swap Meet, Palm Springs, Ca. See Prez for more details. Entry form will be printed next month.

Dec 14---

Pikes Peak Corvair Club annual Christmas Dinner, gift swap and elections.

## TECH TIP FOR TURBO OWNERS ONLY

Check the short hose that connects the compressor side of the turbo to the chrome induction tube. The hose is  $2\frac{1}{4}$ " id and about 2" long. It should be made of fuel resistant rubber, usually what is used is fuel tank filler neck hose. This will work except that in time the rubber will fail. In the early stages of failure the hose will appear wet when the engine is started. In the later stages there will be a bad vacuum leak. It appears wet because the rubber inner hose has failed and the fabric outer covering is getting wet by the air/fuel mixture passing through it.

The cause of the failure can be attributed to the ability of the new gasoline to devour rubber in time, it can also be caused by a rocking motion between the entire turbo unit including muffler. The induction tube hose is the only flexible connection between the turbo unit and the induction tube which is attached to the heads. Even with the two bolts that hold the turbo support bracket to the head on the right head and good clean connections of cross over pipe to inlet pipe, if the tip of the muffler is moved up and down a bit of motion can be seen at the carb and air cleaner. The only cure probably is to check the induction hose from time to time or just replace it when it becomes soft to the squeeze.

### MORE TURBO TECH

When you have checked every possible cause of NO BOOST, throttle opening all the way, air filter, complete ignition replacement, leak down and compression tests, exhaust system tested for the most minute leak, carb jetting proper, boost gauge working properly, head temp gauge working properly, (in other words, operating temperature is being obtained) consider that the muffler itself is plugged. Mine had every passageway plugged and the muffler WEIGHED A TON. Replacing with a new muffler brought the car back to normal.

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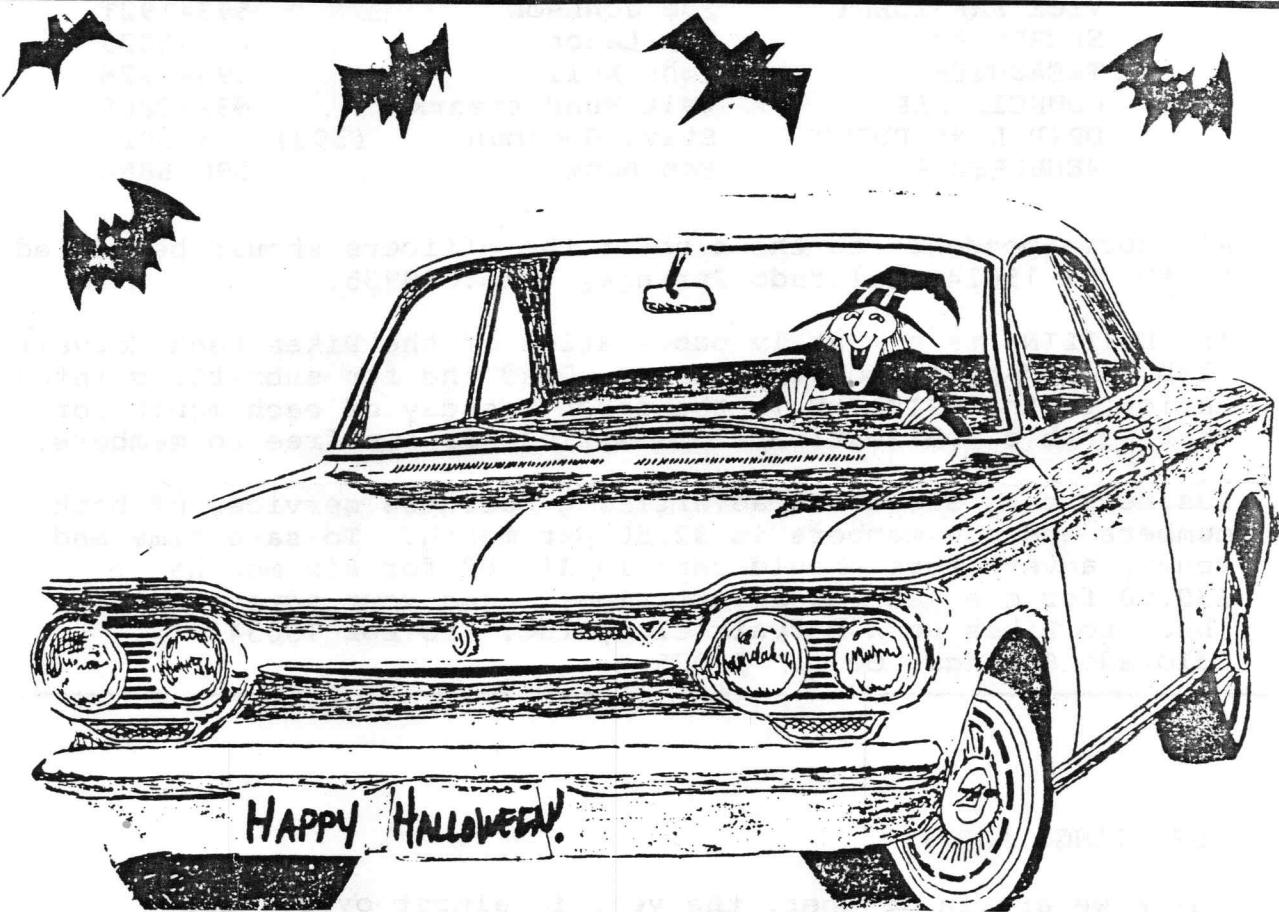


THE

# DRIP LINE

VOL. XVII

NO. OCTOBER 1994



HAPPY HALLOWEEN.

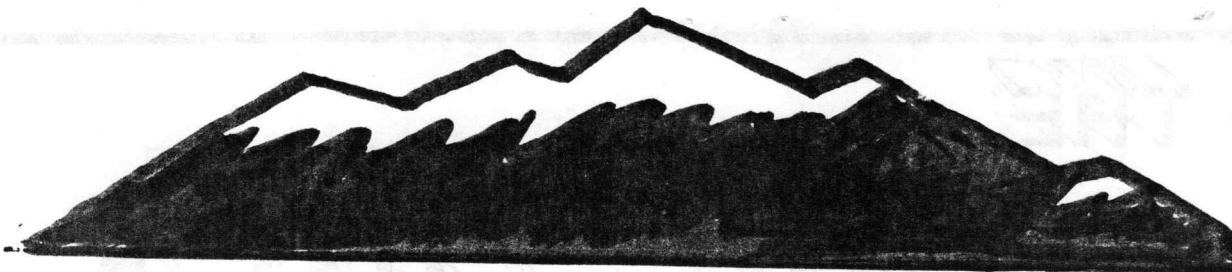
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SECRETARY	Ron Lezon	636-1029
TREASURER	John Koll	593-1928
COUNCIL REP	Walt Hundertmark	632-2865
DRIP LINE EDITOR	Steve Goodman	(303) 934-5027
MEMBERSHIP	Ben Benzel	598-6886

All correspondence to the club or the officers should be mailed to PO Box 15034, Colorado Springs, Colo. 80935.

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### GREETINGS AGAIN

Here we are in October, the year is almost over. Last month we had a nice turnout for our aspen tour and lunch so I hope to see you this month at the Belvedere in Canon City for brunch. We will meet at Denny's at Bijou at 11:00-11:30 and plan to be at the restaurant about 1:00 for brunch. This will also be our neeting for the month of October as the NCO club house is being used during our normal meeting time.

Also be sure to get your reservation and money to John Koll for the Christmas dinner. The Christmas dinner is also time for our elections. If you would like to volunteer for any of our club positions contact me for more information.

Be seeing you,

Larry Neal, president.

REMEMBER!!! THE OCTOBER MEETING IS OCTOBER 23---MEET AT DENNY'S AT I-25 AND BIJOU AT 11:00am AND DRIVE TO THE BELVEDERE RESTAURANT IN CANON CITY FOR BRUNCH

#### HONORARY MEMBER TURNS TO A NEW CHAPTER IN HIS LIFE

Jim Wood, one of the older members of PPCC (oops, sorry for that pun) turned 50 years old October 16. Jim is a long time member of PPCC along with his wife Pat. They left the area several years ago and now live in Vancouver, Wash. Because of their untiring loyalty to PPCC, they achieved Honorary member status. Now Jim has achieved OLD status too. (Opps, there is another slip of the typewriter). HAPPY BIRTHDAY JIM

#### YOUNGEST PPCC MEMBER IS ON THE MOVE

Misty Decker of Salida is moving to El Paso, Tx but is still a member of PPCC. She sent a card and states she hopes to see all of us at Red River in the spring. She enclosed a poem:

I looked at him  
He looked at me  
with complete and utter dishonesty.  
He said with a sneer and a smirk on his face  
now tell me again 'babe' what'd you need to replace?  
My fan belt I said, for about the tenth time  
finding it hard to deal with this guy.  
I told him the year and make of my car  
but from the look on his face, I didn't get far.  
Then his eyes lit up and he said "good Lord!  
I know them cars--they're made by Ford!"  
NO NO NO I said. CORVAIR BY CHEVROLET!  
I could see that I wasn't getting a fan belt today.  
"Yo Gus" he yelled from across the store  
"This dame wants a fan belt-we got any more?"  
"We sold the last one yesterday to a guy on a Harley,  
come to think of it, his name was uh, uh,...Charlie"  
Who cars I thought as they stood there and bickered,  
and then looked at me and began to snicker,  
then a voice from the back of the auto emporium called  
"Yo Gus! You want this belt on your car today?"  
Need I say more, poor Gus got mauled  
and that's all I have to say.

So the moral of the poem is something I never thought I'd say  
and just a word to the wise:  
Ladies when it comes to auto parts shopping,  
leave it to the guys.

Misty Decker

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#### MEMBERSHIP AND DUES

The following named members have dues NOW DUE or are PAST DUE. If your name appears below, please remit ASAP to Pikes Peak Corvair Club, PO Box 15034, C. Springs, Co. 80935. Dues are a mere \$10.00 per year. Questions call Ben @ 598-6886.

Ellen Fisher	10/94	Ron Lezon	10/94
Garrie Fox	10/94	Bill Mattics	10/94
John Glusick	10/94	Kraig Sullivan	10/94
Bob Feasel	* 9/94	Carl White	* 9/94
Omar Halverson	10/94	Alain Jean	* 9/94

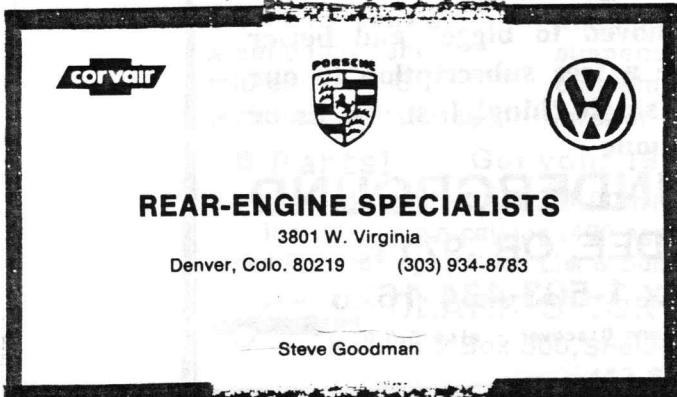
\*Denotes FINAL NOTICE. We will miss you if you don't send your dues in NOW. Also Ben gets mean as a grizzly if your dues aren't paid.

Ben Benzel, membership

#### UPCOMING CHRISTMAS PARTY AND ELECTIONS

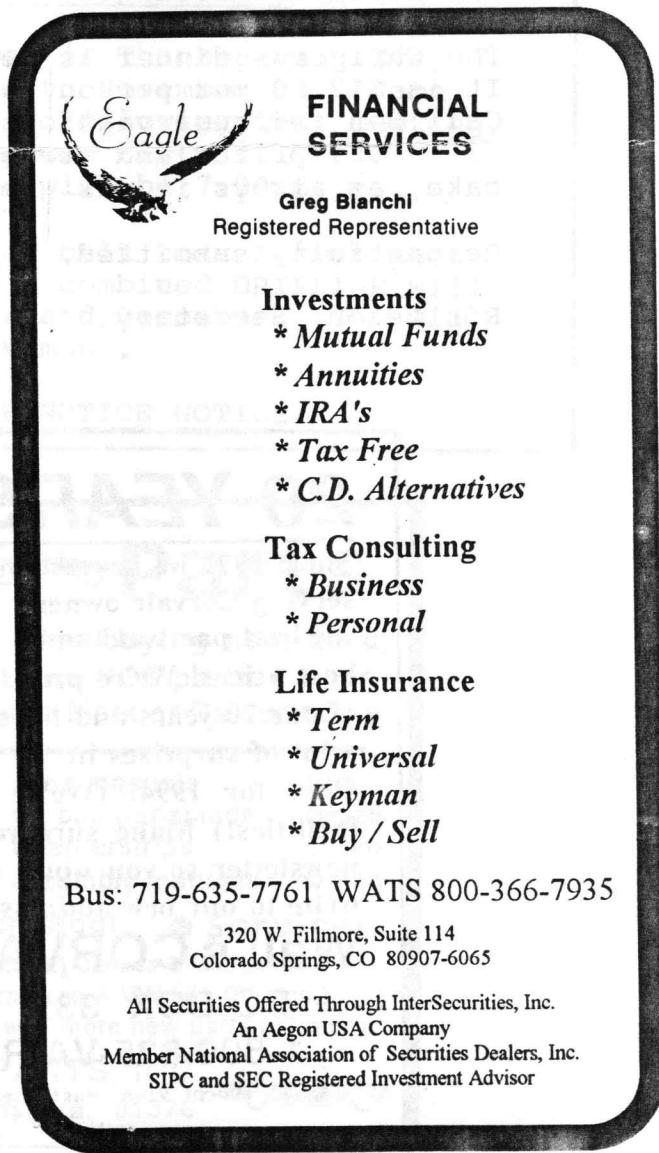
Plan now for the Christmas party to be held on Dec. 14. The place will be the NCO Club and the price is \$12.60 per person and includes tax and tip. As usual a gift exchange will be held, more on that as the time gets closer. Reservations MUST be made by the 10th of Dec. Your choices are turkey or prime rib. Send your checks to John Koll (treasurer) or bring to the meeting.

The other item for that evening will be election of officers. If you want to volunteer for next year just say so.



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---

#### GM EMPLOYEES STILL HELP CORVAIR OWNERS

Mike Diviny of Mt. Clemens, Michigan and Robert Kirkman of Leonard, Michigan are two long time employees of GM who like Corvairs.

Mike is still employed at the GM tech center in Warren, Michigan. Many of his early years were spent in the Chevy Engineering Motor and Transaxle Experimental Dept. Mike also raced stock cars and participated in quite a few Pikes Peak Hill Climb races in the '50s.

Bob Kirkman retired as a staff engineer from C. E. C. in 1987. He was a design engineer and had the transaxle design responsibility on the R-10 and Greenbrier.

Both are willing to answer any and all letters sent to them. Please no phone calls. Incidentally, Bob is the tech advisor for all of the Corvair Clubs in Michigan and likely has access to hard to find parts. Bobs street address is 1820 Moffatt, Leonard, Mich. 48367.

(Ed note) the above was furnished by our own Ed Malew, himself a long time GM employee. Thanks for the article.

---

#### TIME FLIES....

It seems like a very short time ago that the Tri-state in Pagosa Springs was held, now it is almost the holiday season. Since we all know how time gets away, plan now for the Tri-state in 1995, hosted by CNM (Albuquerque) and being held at Red River, NM. This is a return visit to Red River but the town is very nice and the scenery is great. Since Albuquerque is being mentioned, 1996 is not all that far away and since Albuquerque is the host club for the 1996 National we should all make plans now to go. It will not be a nearer drive for some time. Also they will possibly be asking for some support from their neighboring clubs, if that happens we must give them that help.

Take it from someone who has been through the planning of a national meet, it takes a lot of time and manpower and cooperation.

One other positive note is that by 1996 every CORSA member will know how to spell 'ALBUQUERQUE'.

ALBUQUERQUE 96

---

#### THANKS DOROTHY

Dorothy Malew who edited the DRIPLINE for quite a while brought cover sheets that she had for each month of the year. This month features Halloween. Thank you Dorothy.

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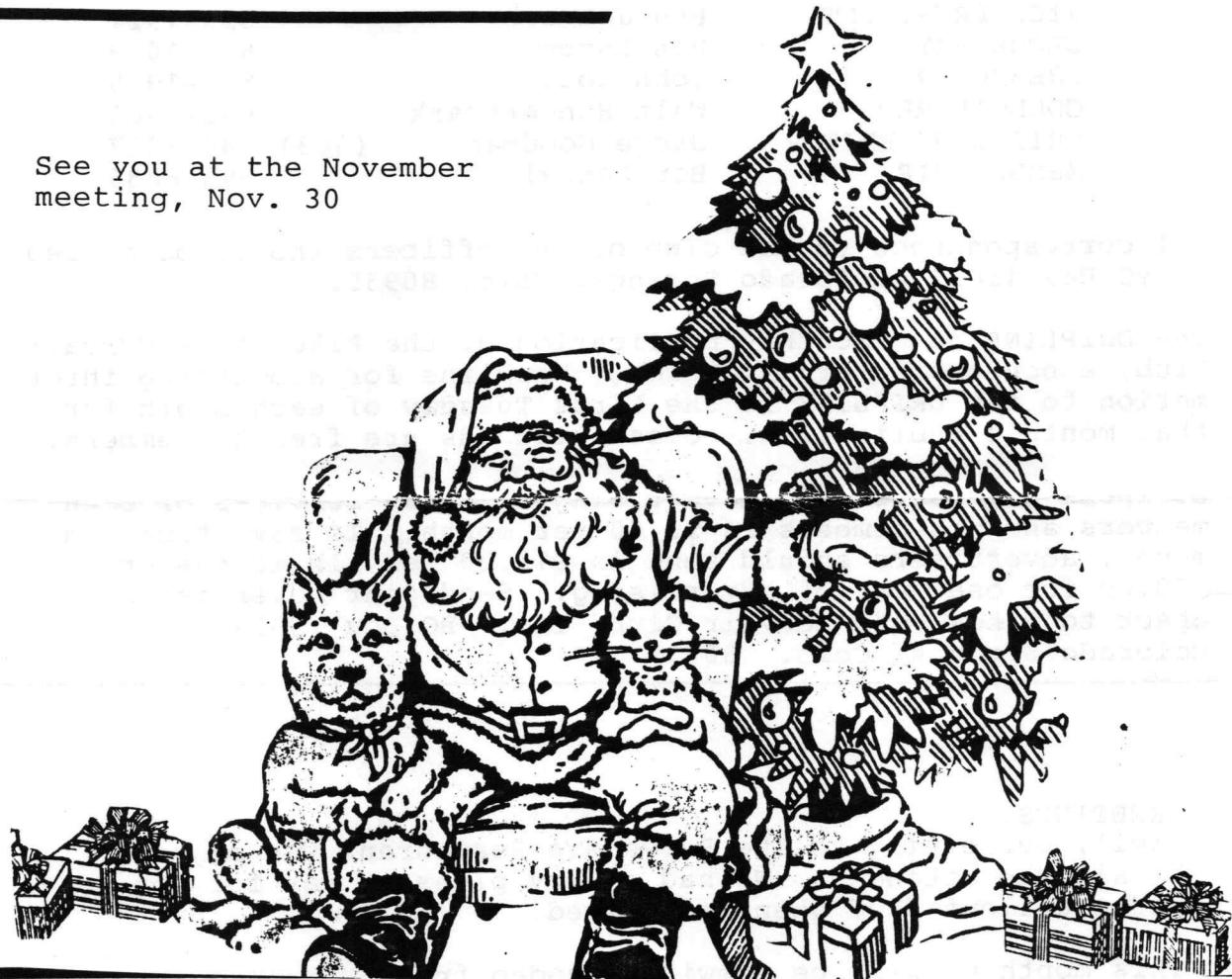
THE

# DRIP LINE

VOL. XVII

NO. NOVEMBER/DECEMBER

See you at the November  
meeting, Nov. 30

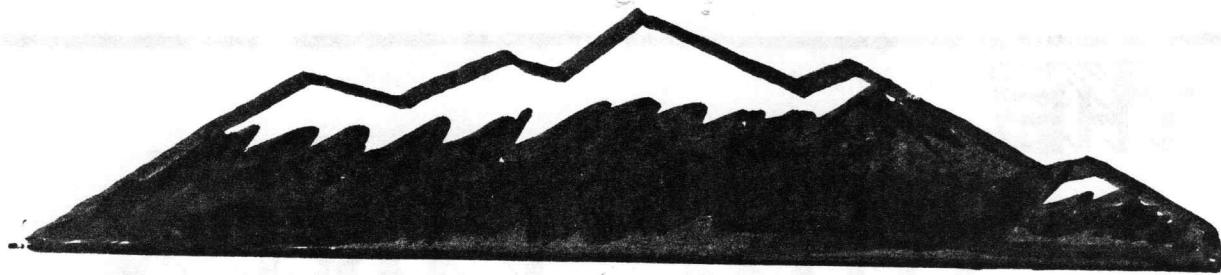


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### GREETINGS:

Well, our outing to the Belvedere Restaurant was enjoyed by all who attended. We had a very pleasant day for the drive and excellent food when we arrived.

This month we will be viewing a video from GM called "From here to there" so be sure and come to the next meeting, the Wednesday AFTER Thanksgiving. Also be sure to make your payment and reservation for our Christmas meeting on DEC. 14 to John Koll or Ben Benzel by Dec 10th.

Also a reminder for anyone who wants to volunteer for any club office, elections are in December. Contact any club officer for more information.

See you at the next meeting,  
Larry Neal

## MEMBERSHIP AND DUES

The following named members have dues due NOW or are PAST DUE. If you are listed below please remit to Pikes Peak Corvair Club, PO Box 15034, C Springs, Co 80935. Dues are a mere \$10.00 per year. WE NEED YOU. Questions call Ben Benzel @ 598-6886.

John Glusick	*10/94	Omar Halverson	*10/94
Ronald Lezon	*10/94	John Neal	11/94
Marion Phillips	11/94	Kraig Sullivan	*10/94

Since this is the holiday season, I will give the following lifelong members a reprise. Please send dues NLT 31 Dec 94 or you will be a part of PPCC history: Bob Feasel, Alvin Jean and Carl White. You are all valued members, please don't goof up Ben's holiday season by not renewing. **DO IT NOW!!!**

\*Denotes Last Chance.

A hearty Corvair welcome goes out to David Pool DC and his wife Denise. They reside at 28475 Ponco Dr in Pueblo 81006. They are proud owners of a 64 convert and parting out a 66 4dr. Welcome to our fine club and hope you can dine with us on Dec 14.

Ben Benzel,  
Membership chairman

---

NOTE: The club house has a VCR installed for viewing movies. We will use it NOV 30 for a screening of "From here to there".

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NOTES FROM THE GWFBT&SM

That means Great Western Fan Belt Toss & Swap Meet. That also means sunshine and green grass and palm trees while watching on TV about the snow hitting the Rockies and eastern plains. There were several members of RMC present at Palm Springs but only Ruth and Steve representing PPCC. We were disappointed that Ray and Nye Shick did not attend. The only CNM member was Sylvan Zuecher. He thought the Albuquerque club would pick the weekend of May 19-20 for the Red River Tri-state meet. He also talked to a couple of the Salt Lake City members who thought they might attend and start taking part in the yearly activities. Time will tell.

I thought that attendance appeared to be down both vendor and buyers but maybe I was fooled because we were on the far side of the field. They (San Diego) did accomodate my request for a swap space and motor home space together. The large vendors were Walls, Larrys and Martys plus Larry Aldridge and Bob Coffin from Phoenix. There were several others too.

The quality of cars assembled in California are always very good. There were several Ultra-vans also but not as many as some years. Jim Craig was hosting an Ultra-van gathering at his house in Joshua Tree during the same time and maybe some left their coaches and drove down in a car.

We visited Francis and Ruth Boydston in Albuquerque on the return trip. They sold their 'whale' and did not attend. From what Francis said, CNM is getting along fine with plans for 1996.

---

The following is contributed by Ben B. The page does not have any name so I can not give credit:

Elementary school teachers in Northridge, Ca. tried to help children deal with their fears after the earthquake in January. One teacher had her second graders draw pictures portraying their impressions or feelings. Most showed scenes of destruction but one picture was puzzling. It showed pointed objects sticking up above blue water. Asked to explain, the little girl said "Oh, those are the after sharks."



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## GOOD BYE TO A LEADER

Seldom does a person have the dedication and perser-  
verance to continue year after year on a project that  
is an up-hill battle all the time. Barry Abels was  
one of those rare individuals. Most knew him as the  
long time president of the OCC. He also owned and ran  
B&M transmissions in Denver. But he also was known  
around the entire country for his untiring work with  
other councils formed in other states and working  
with and against the legislators who sometimes try to  
change our car hobby.

He was only 50 years old and suffered a heart attack while  
at a car meet in Fort Collins. Barry was the type of  
person that you might not always agree with but at least  
he was trying.

## NOTES FROM THE EDITOR

Since this is the last DRIPLINE before the New Year, I  
would like to summarize the year of 94. I beleive that  
the attendance at the functions this year have been the  
best in recent times. From the car show in Denver,  
hosting Pagosa Springs Tri-state to the drive in October  
to Canon City we have had a good turn out of members.

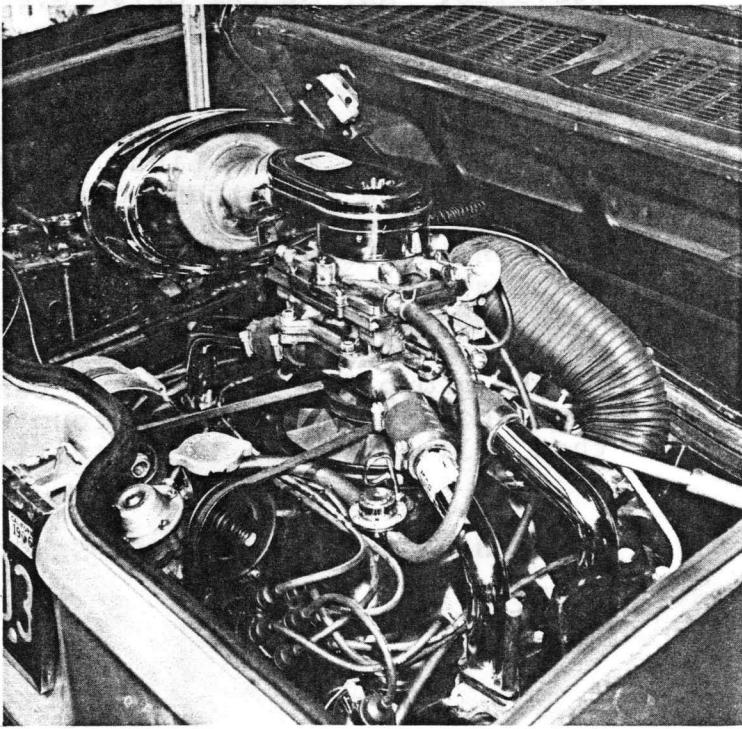
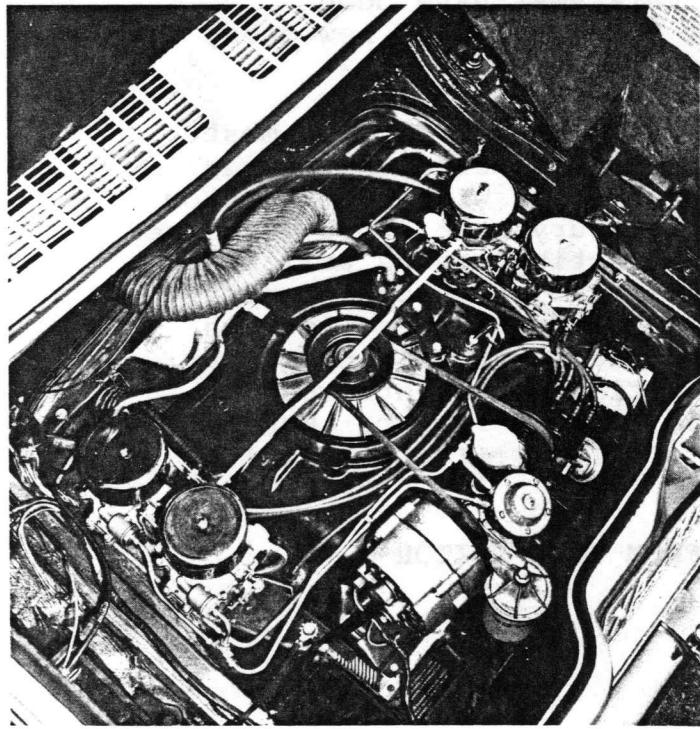
I also know that the membership is maintaining about the  
same since I have the mailing labels in front of me. Ben  
Benzel deserves a lot of credit for constantly getting new  
members and trying to keep the old ones paying each year.

I also beleive that a lot of credit goes to President Larry  
Neal for organizing events that attract people to drive their  
Corvairs. Any of the drive events this year have been  
well attended and we have even gone to a couple of new ones,  
Buena Vista and a cruise nite in Denver.

As usual a few of the members seem to volunteer for the most.  
Included are Jim and Linda Richards who organized the Sabres  
show in March and attended almost everything with their custom  
Corvair, John Koll who watches our treasury, the above mentioned  
Ben Benzel who organizes the NCO club activities as well as  
getting door prizes and showing his car at every opprotunity,  
Ruth Goodman for bringing sweets to the meetings and to each  
of you members who attended at least one event this past year.  
If the group that does not attend meetings or events would  
just show up to one, the group would be much larger. Hopefully  
that will happen in 1995!!!!!!!!!!!!!!

HAVE A HAPPY HOLIDAY SEASON FROM YOUR EDITOR

# CORVAIRS EAST & WEST



Notes from Ben Benzel:

You have heard about elections and the Christmas party for months now.

PLACE--Falcon Lounge (NCO club) USAF Academy

TIME-7:00pm

DATE-Dec 14

RESERVATIONS-A must cut off date Dec 10th.

Call John Koll 593-1928 or Ben Benzel 598-6886

CHOICES-Prime rib or turkey

COST-12.60ea--payable to PPCC.

ALSO BRING-A gift for each person in your group under \$5.00  
There will be a gift exchange after elections. Mark if  
gift is for boy or girl or either.

The gift exchange is usually worth the price of admission!!!

#### UPCOMING EVENTS

Every Saturday nite 7pm at the Hamburger Stand at  
Powers and Omaha Blvd, unofficial rod run.

Dec 14, 1994--PPCC Christmas party and elections

Jan 1, 1995---RMC Drive into the mountains for brunch  
Ask Steve G.

Mar 5, 1995---C Springs Classic Chevy swap meet @ Phil Long

Mar 17-19----Denver 38th Annual Tri-state auto show  
info call 438-1548

May 19-20----Annual Tri-state Corvair meet at Red River  
hosted by CNM. (date tentative)

#### MEETING MINUTES

A very short meeting was held after dinner at the Belvedere in Canon City on Oct 23. The only issues of business that were discussed were the upcoming meeting in November and the Christmas party/elections in December.

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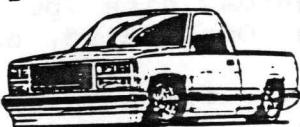
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