

The Dripline



Corvair Friends Gather for Christmas at the Falcon Club/Air Force Academy

A Publication of:



Volume 33, Number 3

Pikes Peak Corvair Club

Brunch Meeting

Sunday, January 11

10:00 am

Country Buffet

**Citadel Crossing
Academy and Galley**

January 2009

Chapter 809 of:



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Pikes Peak Corvair Club 2009 Officers

President	Steve Goodman	303-278-4889	Rearengine.steve@worldnet.att.net
Vice President	Jon Anderson	719 572 6747	Jbanderson65@hotmail.com
Secretary	Pat Campbell	719 633-8708	pdtcamp@Yahoo.com
Treasurer	John Koll	719 593 1928	jkkoll@aol.com
Membership	Darren Darnell	719--352-6141	ddcolorado@aol.com
Drip Line Editor	Paul Campbell	719 633-8708	pdtcamp@yahoo.com

PPCC MAIL LIST

CORSA set up PPCC with a mail list. To subscribe, send an e-mail to Garrie Fox gfox80915@yahoo.com telling me you would like to subscribe and I will add you to the list.

Same goes if you want to unsubscribe.

This mail list is like a small version of the VV's. You send a message to **ppcc-list@corvair.org** and it sends the message to everyone subscribed. The list is setup to block all attachments and convert all formatted text (HTML) to plain text to greatly reduce the chances of transmitting a virus.

This list is intended to improve communication within PPCC. It will mostly be used to let us know about meetings, brunches and car shows, cars and parts for sale

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Pikes Peak Corvair Club

2009

Membership

Directory

MO	YR	LAST NAME	FIRST NAME	ADDRESS	CITY	ST	ZIP	PHONE	EMAIL
1	1	2009	ANDERSON	JON & DEBBIE	1610 Vasquez Cir.	Colo. Spgs.	CO 80915	719-572-6747	jbanderson65@hotmail.com
2	1	2009	BARNETT	MIKE & HEIKE	1015 Morningstar Dr.	Colo. Spgs.	CO 80906	719-635-7079	
3	6	2009	BENZEL	BETTIE JO	3930 Encino St.	Colo. Spgs.	CO 80918	719-598-6886	
4	8	2009	BROWN	KEN & JUDY	7 Cypress Point Ln.	Eureka Spgs.	AR 72631	479-253-8934	drbrown2@cs.com
5	12	2008	BROYLES	MICHELLE	13585 Glen Dr.	Pine	CO 80470	303-838-4455	shelmb@aol.net
5	7	2009	CAMPBELL	PAUL & PAT	1716 E. Yampa St.	Colo. Spgs.	CO 80909	719-633-8708	pdccamp@yahoo.com
6	4	2009	DARNELL	DARREN K.	817 Sunset Rd.	Colo. Spgs.	CO 80909	719-352-6141	DDColorado@aol.com
7	2	2009	DOWSWELL	JOHN & DOREEN	7 Sequoyah Rd.	Colo. Spgs.	CO 80906	719-473-4571	
8	6	2009	EDWARDS	BUD & PON	706 Querida Dr.	Colo. Spgs.	CO 80909	719-471-8454	budpon@cs.com
9	6	2009	EHRMANN	WARREN	7445 Delmonico Dr.	Colo. Spgs.	CO 80919	719-598-7438	ehrmannw@aol.com
10	10	2009	FOX	GARRIE & PATRICIA	3430 Nancy Ln.	Colo. Spgs.	CO 80910	719-338-5051	gfox80915@yahoo.com
11	2	2009	FRANTZ	PETER & JILL	1609 N. Nevada Ave.	Colo. Spgs.	CO 80907	719-578-2031	peter.p.frantz@aero.org
12	5	2009	FULCHER	BEN & VESTA	6933 W. Euclid Pl., 'A'	Littleton	CO 80123	303-978-9836	benvesta@msn.com
13	11	2008	GIESEKER	NORM & MARY	1524 Zaiger Pl.	Colo. Spgs.	CO 80915	719-596-0314	giesekeerm@aol.com
14	3	2009	GILBERT	BOB	701 S. 11th St.	Montrose	CO 81401	970-249-3290	tracava@montrose.net
15	10	2008	GLUSICK	JOHN & DEE	PO Box 126	Penrose	CO 81240	719-372-3766	glusick@colorado.net
16	10	2009	GOODMAN	STEVE & RUTH	4020 W. Exposition	Denver	CO 80219	303-934-5027	reareonline.steve@worldnet.att.net
17	12	2008	HAYES-DAVIS	BERT & CAROL	14 Springdowns Way	Colo. Spgs.	CO 80906	719-527-6257	
18	5	2009	HESCO	JOHN	PO Box 67	Greybull	WY 82426	307-765-2022	
21	2	2009	KING	MARK & MARISSA	120 Dix Circle	Colo. Spgs.	CO 80911	719-392-0059	honeyvlede@yahoo.com
22	4	2009	KIRWAN	WILLIAM	411 Lakewood Cir/C120	Colo. Spgs.	CO 80910	719-475-2393	
23	11	2008	KLAPP	CHRIS & JENNIFER	1928 Olympic Dr.	Colo. Spgs.	CO 80910	719-219-6748	skvmans@comcast.net
24	2	2009	KOLL	JOHN & JEANNIE	2490 Marston Hls	Colo. Spgs.	CO 80920	719-593-1928	jkkoll@aol.com
25	10	2009	MASOPUST	GLEN & BARBARA	5500 E. Post Oak Rd.	Noble	OK 73068	405-872-3684	
26	10	2009	MATTICS	BILL & BEV	2513 Linda Lane	Colo. Spgs.	CO 80909	719-632-7088	
27	6	2009	MAURER	KEN & DARCI	929 High Rd.	Manitou Spgs.	CO 80829	719-685-0686	
28	1	2009	MC KENNA	TERRY	570 Prestonwood Dr.	Colo. Spgs.	CO 80907	719-471-9422	
30	9	2009	NEAL	LARRY	1850 Pima Dr.	Colo. Spgs.	CO 80915	719-570-9694	L.Neat671@adelphia.net
31	11	2009	NEAL	JOHN & PHYLLIS	11020 Hungate Rd.	Black Forest	CO 80908	719-495-2802	ltin@earthlink.net
32	4	2009	NOTHSTEIN	NORBERT & RITA	4085 Meridian Rd.	Falcon	CO 80831	719-683-2691	mnn@elbasotel.net
33	12	2008	OBERMEYER	EJ	2530 White Rock Lane	Colo. Spgs.	CO 80904	719-685-4390	
34	11	2008	PHILLIPS	TERESA	13585 Glen Dr.	Pine	CO 80470	303-838-4455	redtyger@aol.net
36	10	2009	PYLE	ERNEST & BARBARA	PO Box 64	Alma	CO 80420	719-836-2867	chevyfarm28@realwest.com
37	7	2009	RICHARDS	LINDA	8422 S. Wadsworth Ct.	Littleton	CO 80128	303-933-0736	linda.rich@yahoo.com
38	6	2009	SCHMIDT	DEAN & BERNADETTE	7405 W. Utah Ave.	Lakewood	CO 80232	303-986-0194	
39	5	2009	SHIELDS	KERMIT	2910 English Pt.	Colo. Spgs.	CO 80906	719-473-4091	kermitshid@aol.com
40	5	2009	SMITH	DON & LESLIE	7226 S. Kilne Way	Littleton	CO 80127	303-972-2478	clerasua@msn.com
42	5	2009	WEBB	CARL & FRANCINE	6811 Noble	Colo. Spgs.	CO 80918	719-596-0317	
43	5	2009	WESTERFIELD	KELLY & MARY LYNN	6555 Plaid Place	Colo. Spgs.	CO 80918	719-598-1735	kellywes1@comcast.net
45	12	2008	WILSHIRE	LAURA	422 Conrad Dr.	Erie	CO 80516	303-828-4203	luredvaln@comcast.net
46	11	2008	WILTROUT	MIKE & JENNIFER	2616 Altiza Place	Colo. Spgs.	CO 80917	719-574-9953	mwilttrout@msn.com
47	0		WOOD	JIM & PAT	2201 N.W. 128th St.	Vancouver	WA 98685	206-576-9663	
48	4	2009	WOODWARD	CHRIS	6351 Hawkeye Cir	Colo. Spgs.	CO 80919	719-650-2868	

I Want YOUR Opinion What Kind of Oil Do YOU use in your Corvair?

I've been a Corvair Owner for a total of six years (2 in Albuquerque and 4 in Colorado Springs) and I find the subject of oil to be one of great interest. In a recent article in the Corvairs of New Mexico there was an article about oil changing that confused me more than ever because it seemed that the expert was offering contradicting opinions.

Here's some "facts" I've picked up over the years:

- Most car lovers (Corvair and otherwise) change their oil far more often than necessary and, if true, it's wastes oil, money and is harmful to the environment. I've read repeatedly that 5,000 miles or 6 months is more than often enough. That's the schedule I use faithfully in my Corvair and in my later model cars.
- A regional manager of Pennzoil/Quaker State once told me that the specification labels on the bottles are actually more important than the brand. He implied that all "house brands" sold by Wal-Mart, K-Mart, Advance Auto, and Auto Zone are made by the same refineries and to the same specifications as the name brands.
- Dennis Pleau gave us an article a few years ago that said that Rotella T 15w-40 was the absolute best for Corvairs because it still contained the higher levels of zinc that were required for engines of older automobiles. I was swayed by that article and I've been using Rotella since I read that it..
- Garrie Fox is very knowledgeable about Corvairs and I know he has had great success using only Mobil 1 in his Corvairs.
- And, I still see articles that call for 10w-30 as the preferred weight for Corvairs (that's what's listed in the owners manual).

Take a moment to send me a note about how often you change the oil on your Corvair, the brand and weight of oil YOU use and WHY. I'm sure this could lead to a very interesting discussion at a future meeting.

Paul Campbell
pdtcamp@yahoo.com



Welcome To Our Two
Newest Members
Michelle Broyles
&
Teresa Phillips
We're glad to have you
as part of the
Pikes Peak
Corvair Club Family





President's Notes

By Steve
Goodman

Hello fellow PPCC members: By the time you all read this it may be 2009 so let me say HAPPY NEW YEAR and I hope that each of you have a healthy and prosperous 2009. I am sure everyone enjoyed the Christmas party, the food was great as always and the gift exchange was pretty lively. Thank you all for attending. We all missed Betti Jo Benzel who wasn't feeling well and couldn't attend.

I would also like to offer thanks to Bill Mattics, he had bought a wrench set and asked me to find a worthy recipient. I believe I did find one, Michelle who bought a 65 turbo coupe out of Denver. This will make a start to a tool kit for her car, thank you Bill for your thoughtfulness. Michelles' friend also gave her an early Christmas gift at the party, Theresa Phillips had bought an exhaust part from Clarks and had it sent to my shop to keep it as a surprise. I brought it along and Theresa gave it to Michelle.

2009 promises to be a good year for the club, hopefully the rest of the world will let us enjoy it, too. Be sure to register for the TRI-STATE CORVAIR MEET in Taos, New Mexico. CNM (Albuquerque) is the host club and they are working very hard to make it a week-end to remember. Brenda Stickler and crew should be great hosts.

Other events already planned for 2009 include the PPCC picnic at Ft. Carson in June as well as the joint picnic with RMC and this year it will be near Larkspur. Also the fall tour is already planned. I hope that many will be able to attend these events.

Since I managed a lengthy note last month I will make this one short. I hope to see you all on January 11, 2009 at the Country at 1000 hours.

Q. How many car salesmen does it take to change a light bulb?

A Just give me a minute to work this out on my calculator. I think you'll be pleasantly surprised.

Why is it that when you're driving and looking for an address you turn down the volume on the radio?

Information Needed

Your Dripline Editor would like to know your birthday and wedding anniversary. Please e-mail me a pdtcamp@yahoo.com
Or call me at 633-8708



MEMBERSHIP DUES NOW DUE

January

Jon Anderson
Mike Barnett
Terry McKenna

February

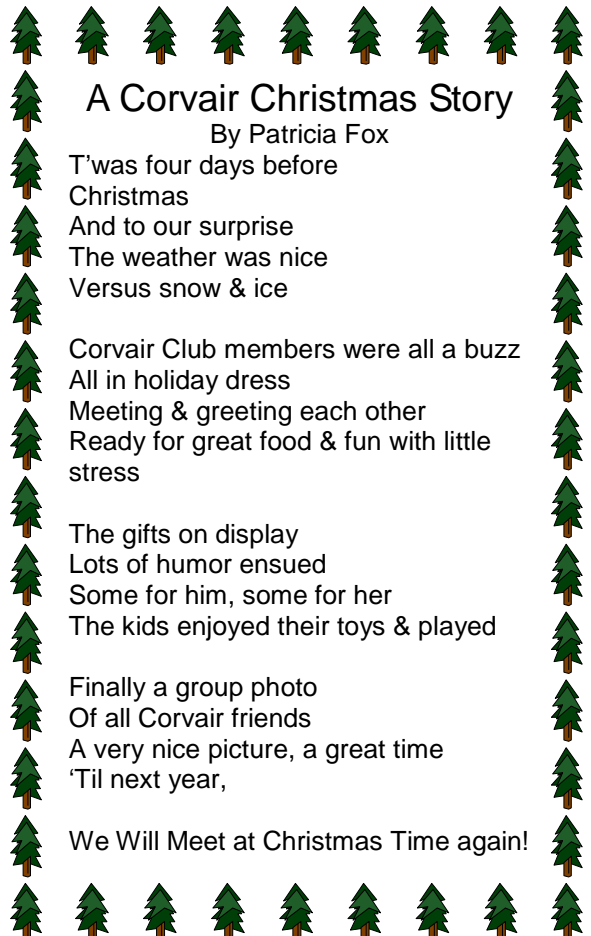
Peter Frantz
Mark King
John & Jeannie Koll

March

Bob Gilbert

Please remit \$25.00 to Pikes Peak
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Any questions, please call Darrin
Darnell at
ddcolorado@aol.com

John Dowswell
Pon Edwards
Norm Gieseke
Laura Wilshire



Garrie L. Fox

Broker Associate





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Two elderly women were out driving in a large car, both could barely see over the dashboard. As they were cruising along, they came to an intersection.

The stoplight was red, but they just went on through. The woman in the passenger seat thought to herself "I must be losing it. I could have sworn we just went through a red light." After a few more minutes, they came to another

intersection and the light was red. Again, they went right through. The woman in the passenger seat was almost sure that the light had been red but was really concerned that she was losing it. She was getting nervous. At the next intersection, sure enough, the light was red and they went on through.

So, she turned to the other woman and said, "Mildred, did you know that we just ran through three red lights in a row? You could have killed us both!"

Mildred turned to her and said, "Oh, am I driving?"



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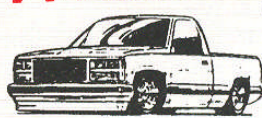
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Drip Line Editor	Paul Campbell	719 633-8708	pdtcamp@yahoo.com

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President's Notes

By Steve Goodman

Hello fellow PPCC members. Thanks to those of you who attended the January meeting. The weather was pretty nice and there were numerous Corvairs in the parking lot. The most pressing point of business at the meeting was trying to save the cut-a-way car display that PPCC built in the early 1980s. I brought along a COMMUNIQUE article that detailed the operation that PPCC members did at that time. The things that we agreed upon at the January meeting was to try and find a new home for the display and preserve both the display and the heritage that PPCC has connected with it. I contacted Forney Transportation Museum on Monday after the meeting and the lady was very interested in the display. She stated that the museum was actually trying to do an 'educational' display and she felt the car would do nicely. I offered to meet with her to show her the COMMUNIQUE article but we haven't been able to find the same time to get together by the time I am writing this. Presumably next week her and I can visit. She also wanted to see some pics of the car as it sits now although I hope to convince her that after a clean-up it will look much better.

A couple of stipulations about the car were asked at the club meeting. She said that the car would be owned by Forney and as such it would be at their discretion to do with as they please later. She also added that as an 'educational tool' they would be unlikely to dispose of the car. She also said that a plaque noting the donation as well as the hard work and dedication by PPCC would be appropriate. By the next meeting I should have some useful information and I will post on the ppcc-list if there is any news also.

Don't forget to register for the TRI-STATE in Taos. I appreciate all of you who show an interest in our club, if you see someone driving a Corvair bring them to the February meeting.

I hope to see you all at the Country Buffet on February 8 at 1000hrs. Please drive safely and I offer best wishes to everyone as the first month of the new year is growing to a close. Time flies.....

Secretary's Report:

Sunday, January 11, 2009

John says we're solvent. He doesn't have exact figures but we've received payment for some advertising bills.

Old Business:

- Check member list in the Dripline for e-mail and snail mail addresses and report any inaccuracies to Paul Campbell or Darrin Darnell.
- Falcon Club at the AFA is reserved for the '09 Christmas Party. Date TBA.

New Business:

- Paul Campbell has volunteered to look into name badge prices.
- We're looking for a permanent home for the cut-away Corvair
- Corsa is in financial straits. We'll probably see a dues increase in the near future.
- Note the April meeting will be the 5th so we won't coincide with Easter.

Future Events:

- Next PPCC meeting February 8, 2009
- Tri-State Tune-up will be at Eric Schakel's house. Date TBA.
- Tri-State will be in Taos Friday, May 29 through Sunday, May 31
- June picnic at Ft. Carson.
- August RMC picnic in Larkspur. Date TBA
- September fall tour. Date and location TBA



Tri-State Corvair Meet

Friday, May 29th
through
Sunday, May 31st

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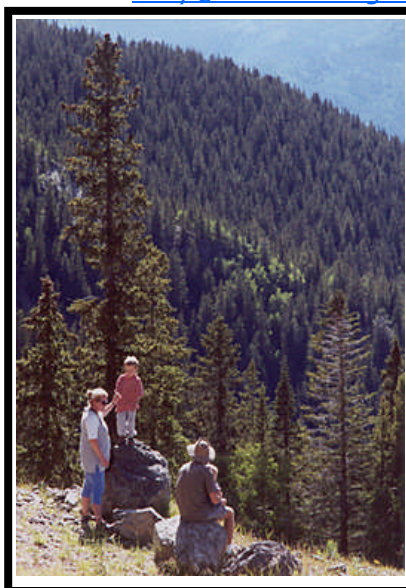
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Tri State Teams A Trekkin!

The enthusiasm of our tri-state team is amazing. We have a group that has already gone up to Taos to scout out the best car show place. The style shirt and color has been selected for the T-shirt / Polo sales. We are getting help from artistic types in the club to work on the three ideas for the logo which we are trying to get finalized by the first of December. Dan Palmer has volunteered to help the Banquet Committee with door prizes. This year we are going for QUALITY door prizes as apposed to Quantity door prizes. Hopefully we will have about 25 outstanding door prizes to hand out. We can then focus on the Tri-state bags to have extra treats in them for everyone to enjoy.

"Members Start Your Speed Dialing"...yes as of RIGHT NOW you can call our host hotel and get your reservation for the CNM sponsored Tri-State on Friday May 29, thru Noon Sunday May 31, 2009. Hotel Phone for the Best Western Kachina Lodge is (575)758-2275. The web site for local information: Kachina Lodge.com. Other food and shop guides are at the city's web site Taosvacationguide.com. The reason for getting reservations early is that you will actually pay MORE for the less desirable hotels than our discounted rate of \$69.00 a night for our fabulous hotel. You must identify yourself as part of the CNM Tri-state to get this discount. We have a Hot Tub and Swimming Pool at this hotel and Friday night there will be Native American Dancers at the hotel entertaining us. I will be checking in with the hotel in March to see if we need to open up a larger block of rooms. The closer it gets to the Tri-State date the tougher that will be to try to adjust.



THE GREAT OIL DEBATE

Reply from Bob Nichols South Coast Corsa

I belong to SCC in Los Angeles and I ran across your request for motor oil recommendation. Well

---- Paul this seems to fall into the category of talking about religion and politics - no good comes from it. The conflicting opinions and myths are monumental. That said I did some checking around last year when the ZDDP scare about camshaft failure started (remember the unleaded fuel scare years ago - oh brother). First - Modern oils are vastly superior to oils sold even in the 50's and 60's.

Yes ZDDP is reduced in modern oils and despite the claims of flat tappet camshaft failure I could find NO ONE who has been using the low ZDDP oils that experienced a camshaft failure except for some folks racing Porches - with emphasis on RACING.

Oils in the 30's and 40's did not have any or little ZDDP and camshaft failure was not big problem (or no more so than any other engine part failure due to marginal oils back then).

The Rottella myth --- Rotella T HAD adequate ZDDP for flat tappet camshafts, THIS IN NO LONGER THE CASE AS OF 2008 due to the new diesel emissions control laws. Because of the phosphate in the ZDDP compound most diesel oils now have little OR NO ZDDP (less than what's in the low ZDDP automotive oils). Shell claims they have and "alternate" additive that is superior for diesel engines (but no mention of how applies to a gasoline engine is made).

The SAE folks have put out a couple of papers over the years and the major cause of camshaft failure with flat tappet cam designs was over extended oil intervals (dirty oil). ZDDP was increased to combat this problem (along with other additives). While the current parts per million of ZDDP in oil is less than considered optimal - it is still within the SAE minimum recommendations for flat tappet camshaft engines - especially if the oil is changed prior to a large buildup of contaminants (of course a worn engine will foul oil faster).

Most Corvairs are hobby cars and the oil folks are quick to state the extended oil intervals (5,000 miles or more) are ONLY recommended for automobiles driven frequently at freeway speeds with a normal engine temperature (typically a 15 minute minimum drive - longer in

winter). Stop and go city or infrequent driving is classified as "Extreme Duty" and typically the recommendation is to change oil at 3,000 miles or every six months. Also running an engine at maximum speed or power settings (racing) is also considered extreme duty use.

Racing oils typically have high levels of ZDDP BUT they are NON-DETERGENT. A big problem for everyday driving. (some guys change oil before racing and then back to regular oil for street driving). Valvoline does make a high ZDDP oil specifically for racing and street driving (it's a low detergent oil - but adequate for street).

I saw you had a picture of Mobil 1 in your article - this is a fantastic oil. I used it in a 90 Corvette I had (specifically required by GM). At 50K I changed the valve cover gaskets and the engine heads were absolutely spotless. This oil was designed for the extreme duty and high temperatures of modern engines. It would work fine in a Corvair EXCEPT it has a reputation for leaking out if the engine is not sealed extremely well (not great in an old Corvair engine). Also it smells like dead fish when it gets on a hot exhaust manifold as I unfortunately discovered.

Finally - I found a SAE paper that tested different viscosity oils on a camshaft rig and the higher viscosity oils provided better protection under extreme pressures. In Southern California we've had good luck using 20W50 oils (20 weight oil with additives to provide temperature and pressure protection of a 50 weight oil). However 20W50 is not recommended for use below 20 degrees F (that's why GM recommended 10W30).

No doubt you'll get a lot of opinions contrary to what I have said. Especially the folks who swear Rotella T is the best (they still don't know the formula has been changed to little or no ZDDP). I can only recommend that you put in some serious hours looking at the SAE paper summaries (they charge for the complete papers) and go to Valvoline and the Shell Rotella web sites and do some reading like I did. I've had some heated arguments with folks until I ask if they went to the oil manufacturers sites and then I get the blank look and they stomp off. Nothing like facts to kill an unfounded argument. I won't even get into some of the wild claims for

THE GREAT OIL DEBATE

off brand oils. By the way the one SAE summary did state that "excessive ZDDP caused camshaft corrosion" Unfortunately the summary did not give the value for "excessive". So stay away from the bottles of ZDDP additive unless you're good at calculating volumetric concentrations to arrive at optimal concentrations of ZDDP in parts per million.

Reply from Erik Schakel, Rocky Mtn Corsa

I'm responding to your oil question. First, three facts:

1. Through vintage racing with YS-066, I have discovered that any oil designated as "racing" will be formulated with sufficient zinc (or alternate friction modifiers) to support flat tappet cams;
2. The greatest risk of cam failure is break-in with new cam and lifters, with or without zinc;
3. Zinc has been eliminated in newer vehicles because it reduces the effectiveness of the pollution system. It can also leave deposits which will contaminate the O2 sensor and contribute to pre-ignition.

Now, one observation that has caused me to develop an "expert opinion" which may not be fact: Thick oil is more likely to have zinc than thin oil. For example, in the 5-15 to 5-20 viscosity ranges common with new cars, I haven't seen any oil formulated with zinc. If we go to 10-40, however, there is a pretty good chance it was designed for older cars with larger clearances, and hence, with a moderate load of zinc. 20-50 invariably is intended for use with old motors, and all I've looked at have zinc. Mobil 1 5-20 has no zinc, but Mobil 1 20-50 has a nice zinc package.

What to do with Corvairs? Again, my opinion: Corvair engines are built with tolerant clearances because of the motion caused from heat cycling of the block and heads. They also have pretty wimpy valve springs. A new Corvair rebuild should have zinc oil or GM EOS as a zinc modifier. A broken-in Corvair engine isn't likely to wipe a cam lobe from lack of zinc.

If you're building a performance Corvair engine, go with a zinc-laced oil or hit up Ray Sedman for a roller cam! I like Mobil 1 because it has a much wider operating range than "normal" oil, which makes it more forgiving. It also tends to be slippery, which makes it leak a tad more than regular oil. Pay more, leak more, but maybe live longer. Sounds like a parallel to my life...

Reply from Steve Goodman, PPCC President

This is what makes the discussion so interesting. While I agree with Eric completely on his three top points, the general consensus is that any oil which displays the 'starburst' seal which means it is a GREEN oil does NOT have any or very much ZP. It makes no difference as to weight, many of the 20W/50 oils are void of ZP. I have adopted some of the views of LN Engineering, a respected Porsche firm who has done extensive testing of various oils. Among their test results are things like the only 'dino' oils with enough ZP are 20W/50 Castrol and Shell Rotella T in 15W/40 as well as Brad Penn and Joe Gibbs oils. Of course as Eric stated, 'racing' oils have ZP because there generally isn't the use of the cat and the engine is serviced often enough that the buildup on the O2 sensor is minimal. Some motorcycle oils will have ZP in good quantities but some also contain additives for 'wet' clutches and those aren't necessarily that good for car engines.

I also have found that the syn oils leak easily in

an aircooled engine. LN Engineering supports that view too. What really spoiled my thoughts about syn oils was when Mobil 1 offered oil change intervals at 5000-7500 miles. That goes against everything I have had experience with oils. I realize that I am a curmudgen in Eric's eye but long intervals of dirty/contaminated oil just wasn't allowed for many years. I realize that new filter technology is being used today but I wonder how much of that is being translated into oil filters for 40 year old cars. Plus the oil filter in a Corvair isn't the biggest one around although it is larger than a Geo Prizm.

Regardless of how good the syn oils lubricate and how they stand up better under heat and how they can be a lower viscosity for cold starts, the fact remains that for most of us the way we use our cars ends up dictating oil changes. If you drive far enough each time the engine is started cold to completely warm the engine and oil and keep it that way to burn off the condensation (Eric actually falls into this category living in Sedalia and working in C/Springs) then the contaminants in the oil are certainly less than the person who drives 5 miles to work each morning. (the length of my drive to the shop and back home are long enough but when I mix in a couple of short runs to lunch/parts I still see the milky buildup on the inside of the oil filler cap. This is condensation period!) No matter how good an oil is, the contaminants are still there and with the initial cost of Mobil 1 constant oil changes were simply too much for me to recommend the syn oils to my customers (or myself). Plus almost every Corvair or VW/pushrod Porsche that I saw with syn oils left a trail down the street. Now we all recognize the oil leaking capability of a Corvair but most only sprout a drop or two when parked if all is good, certainly not pools like I saw with the syn oils..

TO BE CONCLUDED MARCH 2009 ISSUE

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Your Dripline Editor would like to know your birthday and wedding anniversary. Please e-mail me a pdtcamp@yahoo.com
Or call me at 633-8708

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CORVAIR UNDERGROUND

1974-2009

It would be trite of me to say that this is the hardest letter I have ever had to write. It would be trite and, well, untrue as well. All of us have had negative events in our life, some worse than others. On a scale of negativity this letter ranks pretty high, but I've seen worse.

In 1974 I was young and stupid. I started a part time business that, by any rational measure, looked like an eccentric lark. For reasons I still don't fully understand that excursion blossomed into a full fledged mail order business.

When my 2nd wife and I separated in 1982, I almost lost the business. But I kept stubbornly plugging away and, with the help of Linda (whom I married in 1983), managed to rebuild the Corvair Underground into a legitimate International player in the Corvair parts market.

35 years is a long time for any business to last, but very little lasts forever. 2009 marks the year that Linda and I will begin to liquidate our corporation. We've seen and had to make many changes in the way we've done things. That's how you survive 35 years.

But the past 3 years have been just a bit much. First we tried to sell the business for somewhat less than it was worth. Then we tried to sell it for a lot less than it was worth. Then we almost gave it away. In every case the "serious" buyers passed up on a real opportunity, mostly because of a lack of funds.

I have had health problems before, but my heart/stroke surgery 2 years ago really threw a monkey wrench in everything. Add that to failed attempts to sell, losing my key employees in the process, and a general downturn in the economy has made the going rough. Truthfully I promised Linda Winter before last that we would not struggle through another Winter (Our traditionally slowest time of the year). And here we are.

It's time for me to do something else. What that is, I have no idea. But I do know that it's time to wind this business down.

Our intention is to have Corvair Underground closed by late Spring of this year. Whether that will be possible or not remains to be seen. Even though our operation is considerably smaller than our "heydays" of the past 35 years, there is still an unbelievable amount of inventory here. I would still claim that we are the second largest inventory of new and reproduced Corvair parts in the world. We also have about a quarter mile of shelving and a lot of other equipment and stuff.

Is there a buyer out there? Time's running out. I may have to dump all this stuff on the open market and though "garage" sales. Not really looking forward to that.

If you have even a passing interest in our clearance make sure you're signed up for our electronic NEWS. It's free and easy. Just log into our website at www.corvairunderground.com. That will be the primary way I will be announcing open house sales dates and other breaking news.

So far as continuing to take and process your mail orders - that will not change at all. A number of our reproduced items will NOT be replaced and some inventory that requires large purchase commitments will not be replaced either. In the meantime we'll keep processing orders for the foreseeable future just as we have since 1974.

Has Corvair Underground been a positive force in the Corvair parts market these past 35 years? Well, the age of self-promotion of my business has ended for me. Other people and history will answer that question, eventually.

Lon Wall

Garrie L. Fox

Broker Associate





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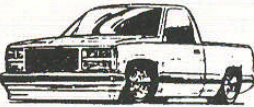
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Volume 33, Number 5

Pikes Peak Corvair Club

Brunch Meeting

Sunday, March 8

10:00 am

Country Buffet

Citadel Crossing

Academy & Galley

March 2009

Chapter 809 of:



Page 1

Pikes Peak Corvair Club 2009 Officers

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PPCC MAIL LIST

CORSA set up PPCC with a mail list. To subscribe, send an e-mail to Garrie Fox gfox80915@yahoo.com telling me you would like to subscribe and I will add you to the list.

Same goes if you want to unsubscribe.

This mail list is like a small version of the VV's. You send a message to **ppcc-list@corvair.org** and it sends the message to everyone subscribed. The list is setup to block all attachments and convert all formatted text (HTML) to plain text to greatly reduce the chances of transmitting a virus.

This list is intended to improve communication within PPCC. It will mostly be used to let us know about meetings, brunches and car shows, cars and parts for sale

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President's Notes

By Steve Goodman

Hello fellow PPCC members: Thanks to all of you who attended the February meeting. I hope that 2009 has started off well for everyone. We had the prospect of gaining new members Sunday, Adam and Rosie attended for the first time and with some luck Darren got a membership application filled out and a check to John Koll.

The Tri-state Corvair Meet in Taos is growing near. RMC is hosting a test-n-tune at Eric Schakels' home in Sedalia on April 26th. It is the same place as last year and a map will be available for the DRIPLINE. There will be food, lots of Corvairs and Corvair people and a chance to look at everyone's cars and get some miles on your Corvair before heading to New Mexico in May.

I might add that CORSA dues will be increased to \$45.00 per year effective August 1, 2009. The reasons cited are numerous but the bottom line is that declining membership is decreasing the amount of money that CORSA takes in each year. With that in mind the choices are few, either cut services such as the quality of the COMMUNIQUE or increase the dues. CORSA is already offering on-line COMMUNIQUE.

CORSA offers much to the local clubs including event insurance and CORSA sponsored websites and servers. The PPCC-list is among those sponsored by CORSA as well as the on-line advertising and virtual vairs. In addition the San Diego Corvair Club owns 'corvaircenter', possibly the most active 'shop' forum on Corvairs.

There have been many suggestions to help CORSA. Among the ideas are finding outside advertising for the COMMUNIQUE (not

that viable with only 5000 circulation base however), trimming the COMMUNIQUE to bi-monthly, going back to more volunteer positions and possibly sponsoring the convention on a bi-yearly basis. Hopefully they will get the situation worked out but the real note is that fewer are joining and re-joining CORSA, we need to find new members and keep them interested in the clubs as well as the Corvair.

Don't forget that the April meeting has been moved to April 5 because of Easter on the 12th. Adjust your calendars please. I will also place a plea for articles to be submitted to Paul for the DRIPLINE a little early in March.

Lastly, I had mentioned trying to make a brunch in March at the Falcon Club on the AFA grounds. It looks like some difficulty has arisen and for the present time I can't make it work well. Let's just plan on the meeting on March 8, see you all at the Country Buffet at 1000hrs and drive safely. I am offering a tech session on suspension at the RMC meeting in March, I will bring the same to the PPCC meeting and talk a little about suspension woes and fixes.

**Tri-State Tune Up
Sunday, April 26**

At

**Eric Schakel's
home**

See next month's

Dripline

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Tri State Teams A Trekin!

The enthusiasm of our tri-state team is amazing. We have a group that has already gone up to Taos to scout out the best car show place. The style shirt and color has been selected for the T-shirt / Polo sales. We are getting help from artistic types in the club to work on the three ideas for the logo which we are trying to get finalized by the first of December. Dan Palmer has volunteered to help the Banquet Committee with door prizes. This year we are going for QUALITY door prizes as apposed to Quantity door prizes. Hopefully we will have about 25 outstanding door prizes to hand out. We can then focus on the Tri-state bags to have extra treats in them for everyone to enjoy.

"Members Start Your Speed Dialing"...yes as of RIGHT NOW you can call our host hotel and get your reservation for the CNM sponsored Tri-State on Friday May 29, thru Noon Sunday May 31, 2009. Hotel Phone for the Best Western Kachina Lodge is (575)758-2275. The web site for local information: Kachina Lodge.com. Other food and shop guides are at the city's web site Taosvacationguide.com. The reason for getting reservations early is that you will actually pay MORE for the less desirable hotels than our discounted rate of \$69.00 a night for our fabulous hotel. You must identify yourself as part of the CNM Tri-state to get this discount. We have a Hot Tub and Swimming Pool at this hotel and Friday night there will be Native American Dancers at the hotel entertaining us. I will be checking in with the hotel in March to see if we need to open up a larger block of rooms. The closer it gets to the Tri-State date the tougher that will be to try to adjust.



Secretary's Report

February 8, 2008.

Welcome to visitors Adam Baumbach and Rose.

Treasurer John Koll says we have approximately \$1300 in the bank. He has sent bills to advertisers and Clark's has sent catalogs in response. The cost to us for Clark's Catalogs is reduced to \$5 per issue. See John if you want a copy.

Old business:

- Kermit Shields continues to work on the 2010 Tri State.
- Albuquerque reports that only 17 rooms have been booked for the 2009 Tri State in Taos. The rooms must be booked before April to receive the discount rate.
- Chris has updated the website to include details on the 2009 Tri State
- Name tag prices have been estimated between \$4.75 to \$7.00 each plus a \$55 set-up fee. We will continue to explore other more reasonable options.
- Steve contacted the Forney museum in Denver in reference to the cut away Corvair. They have asked for pictures and we will supply a plaque stating it is on loan from PPCC. We want to assure that the car will revert to the club if they choose to dismantle the display. Steve is still working on the details.

New business:

- Bev Mattics had a knee replacement last month and is doing well.
- John Glusick reported on the legislature looking into raising the license fees for both regular cars and collector cars. This could be very expensive for owners of multiple cars. Check with your state legislator and find out the difference between regular title, salvage title and builder's title.
- Kermit suggested that any unusual Corvairs you own or know about would be good subjects for Dripline articles. Please submit any articles on them or your current project to the editor.

Upcoming events:

- March meeting will take place March 8th
- April meeting will be on the 5th to avoid conflicting with Easter
- Tri State Tune-up at Eric Schakel's in Sedalia April 26th
- PPCC picnic June 14th at Ft. Carson

THE GREAT OIL DEBATE

Conclusion of Steve Goodman's February Article

Also the early syn oils had an appetite for buna rubber and with many (most) of the air cooled engines still using older seal compounds, the syn oils would actually dissolve or at least erode most rubber seal materials. I don't recall now whether Mobil 1 or Amsoil was the worst for eating buna. Some of those issues are resolved today with Viton being used for o-rings and even crankshaft seals. The leakage problems from using syn oils are not as rampant today as in years past.

Another thought about air cooled engines is that the oil does double duty. It not only lubricates but also serves to help carry heat away from the inside of the engine. One of the beauties of using aluminum (or magnesium) is the porous quality of the alloy. The oil splashes the inside of the aluminum case, the heat is transferred through the aluminum and the air being pushed downward by the fan blows it off and out of the engine. If the oil is allowed to be dirty it will coat the inside of the case halves with varnish (another death blow to Pennzoil too) as well as many oil additives such as STP. Isn't it better to use good quality oil and keep it clean so the entire engine is clean?

Now let's look at the other side of the coin, there are many (thousands?) of old engines using flat tappet cams that are piling up miles with no camshaft or lifter base failures. Why is that? Is it because some of the noise over the need for ZP is unnecessary? I personally don't know but I do know that there are Corvair owners still wanting to use Pennzoil (the worst oil made in most opinions) and in 10W/40 (the worst mix of oil grades according to fleet managers) OR they are using some off brand oil from the shelves of K-Mart and not even paying attention to weight but only to price? Probably all of the above. Plus the 'work duty' that an engine is put through can dictate its' needs and wears. For those who drive on or under the speed limits won't have the wear factors that those who are up in rpm, turbos boosting, shifting hard in and out of corners etc will put on the internal parts. Possibly (or probably) an engine that gets treated in a 'soft' manner will not be nearly as demanding on oil quality in comparison to a hard driven engine.

The one place where cam lobe and lifter base failure is

guaranteed is during initial break-in. Even struggling to start a fresh engine will begin cam lobe wear. Without using either a camshaft break-in additive OR a break-in oil with ZP a cam failure is almost guaranteed. I have it on good authority that the new EOS (engine oil supplement) from GM is NOT the same formula as in the past. GM also offers a cam/lifter additive to be added to each oil change. I don't have the part number here at home but I have bottles of it at the shop. My own preference since the old EOS went away is to use Brad Penn break-in oil. I have built 11 engines now using the Brad Penn and none had any initial problems, nor do they now that miles are on them. At least 2 of the engines have over 10,000 miles on them since the rebuilds, way past the time limit for anything failing or wearing out.

Valve spring/seat pressures certainly cause lots of lobe failures. Most of the Corvair engines use a lighter tension spring and the extreme pressure isn't exerted. On one of the eleven engines above, I used OTTO heavy duty valve springs, 120 lbs closed at seat. (80lbs is typical) the engine is running well, it is in Seattle although he isn't putting lots of miles on the car. I tend to check with everyone constantly to make sure no one is having problems, even engines I built 20 years ago. Another thought that I have always used (right or wrong) is to stay with the same brand of oil. I have always thought that an engine has a 'thinking' part to it and changing oils is like changing diets in humans. Sometimes a change in diet is good and sometimes it leads to frequent visits to the...well you know what I am talking about.

Enough rambling here, Eric has probably dozed off by now. Let me (and I can pass along to other interested parties) know how the posts come to you, this will be interesting to see how many differing views we have. We also need to understand that some car owners simply pass the responsibility of oil quality and change schedule on to either a shop or lube monkey or they just add oil when the engine starts getting noisy. <grin> I will let Eric speak for himself as to the volume of email he wants to receive but I will certainly pass along anything to him if he wants it

SELECTING AN OIL FOR YOUR CORVAIR

Without any fanfare, the American Petroleum Institute (API), with Industry support, instituted a change in the performance rating of your motor oil, during 2004. You probably didn't even notice. But the old API rating of SL was replaced with the new rating of SM. The SM oils represent significant improvements over those with the SL rating in high temperature stability and other features, but some of these SM rated oils include a reduction in the amount of a key wear-protection additive called ZDDP. This reduction is acceptable for current production cars and trucks that all have roller-type valve lifters. Our Corvairs, however, all have sliding-type or flat lifters that need the full amount of ZDDP.

Within the U.S., the API rating system is the most commonly used one, but another rating system is also used to extend the API's specifications to include a measure of "energy conservation" determined by how well the oil increases the gas mileage (by reducing engine friction). This is the International Lubricants Standardization and Approval Committee (ILSAC) that has upgraded their standard too. Whereas in the old ILSAC system, any SL oil that met the ILSAC requirements of an energy conserving oil was rated as GF-3, now any SM oil meeting the energy-conserving requirement will be rated GF-4. That means while you will find most SM oils also meeting GF-4 specs. Some SM oils such as 20W-50 will not receive the GF-4 rating because of its higher viscosity.

Since 2004, because of the car manufacturer's desire to extend the life of their catalytic converters, there was a big push on to reduce the allowable amount of phosphorus in the new API and ILSAC classifications (SM & GF-4). These additives (in the form of ZDDP) are there for wear protection but tend to poison catalytic converters.

The controversy seemed to center around the government and car manufacturers who want the phosphorus reduction to allow a 120,000-mile converter warranty Vs. the rest of the industry who are concerned that a lowered amount of phosphorus (the P in ZDDP) would be detrimental to older vehicles. In the end, a compromise was reached and the new SM and GF-4 oils were released near the end of 2004. Note that only the amount of phosphorus is specified by the API, not zinc.

The compromise made was that all of the available oil grades currently offered were divided into two viscosity groups. The following grades: 0W-20, 0W-30, 5W-20, 5W-30 and 10W-30 will now have a specification of 0.08% maximum (800 ppm) and 0.06% minimum (600 ppm) phosphorus. These are the so-called GF-4 oils and will be rated SM (with a 0.08% phosphorus level), and also GF-4 if they reduce fuel consumption.

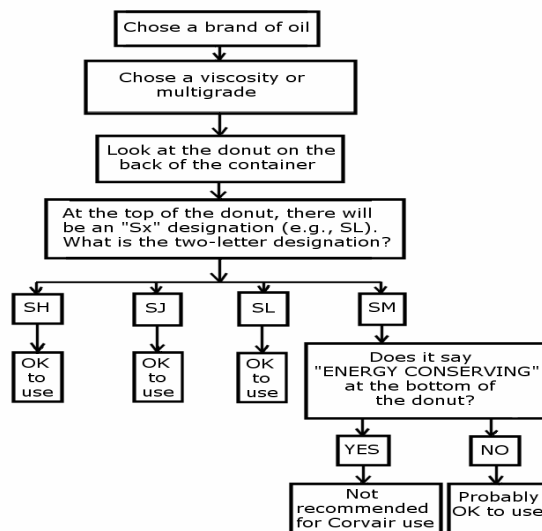
All of the other grades offered (e.g., 20W-50, and 10W-40) are in the second group, and will have the same minimum phosphorus requirement of 0.06%, but with no maximum limit. This means that these oil grades will probably have the same 0.10% maximum (1000 ppm) phosphorus amount as do the SJ and SL oils. These oils will be rated SM, but will not be included in the ILSAC "GF-x" system.

Note that the non-GF-4 SM oils will have 0.06% minimum with no maximum amount of phosphorus, but likely, the maximum will be 0.10% as previously used in SJ and SL oils. In contrast, however, GF-4 SM oils can state that they meet SJ/SL/SM with only 0.08% phosphorus since 0.10% is listed as a maximum for SJ and SL.

In addition to the oils discussed here, there are also available diesel-rated oils in the 15W-40 multigrade viscosity. The previous oil, rated CI-4 contained a maximum of 0.014% (1400 ppm) phosphorus, but has now been replaced by the CJ-4 oil having only 0.012% (1200 ppm). But if any of these oils are also rated as SJ, or SL in the donut along with the CJ-4 rating, then they will NOT contain 0.012%, but will have 0.010% phosphorus. That is because SJ, and SL allow only a maximum of 0.010%. But if only SM is shown in the donut also with CJ-4, then it can contain 0.012% phosphorus because SM has no maximum phosphorus limit.

Because of the resulting confusion it is suggested you simply follow the flow chart shown below to select an oil for your Corvair.

SELECTING AN OIL FOR YOUR CORVAIR



NOTES concerning the flow chart.

15W-40 oils made for diesels will be OK to use if the donut also contains an SJ, SL, or SM (along with either the diesel CI-4 or CJ-4 rating).

High-Mileage oils may have an SM in the donut but not be "Energy Conserving". These are OK to use.

Racing oils have high levels of ZDDP but may not have additives for long-drain intervals.

Beware of GF-4 oils said to also meet SJ/SL/SM in the text on the container (not the donut) since they will likely have the reduced level of ZDDP.

Use GM's EOS (p/n 88862586) for camshaft break in along with the oil selected above. EOS has high levels of phosphorus (5850). **Submitted by Bob Helt**

THE NEVER- ENDING STORY

WE WERE ALL AT THE BRUNCH
SALADS, FRUIT & ALL THE GOODIES
THE MEETING BEGAN
IT'S NOW JUST BEFORE LUNCH

THE MINUTES WERE APPROVED
AND ISSUES WERE DISCUSSED
THANKS TO STEVE, ALL IN CONTROL
UNTIL THE MENTION OF 'OIL'

NOW THE ROOMS DIVIDES
THE WOMEN BECOME QUIET
NOT MUCH INPUT FROM THEM
THE MEN! NOW THAT'S A DIFFERENT TUNE

THEY SEEM TO DISAGREE
THE BEGINNINGS OF A RIOT?
OIL FOR THIS
OIL FOR THAT
MY CAR HAS MOBIL 1
MY CAR HAS A DRIP MAT

AND NOW DIVIDED
TODAY IS THE BEGINNING ON THE GREAT
OIL DEBATE
DESPARATE CORVAIR HOUSEWIVES
NO FURTHER COMMENTS PROVIDED

PAUL SAYS THE DRIPLINE
WILL CONTINUE TO POST
ALL INFO ON OIL
'TIL THE END OF TIME

JUST HAVING FUN,

Patricia Fox

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Chris Woodard
William Kirwan
Norbert Nothstein

Due May

John Hesco
Kermit Shields
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Carl Webb
Kelly & Mary Westerfield

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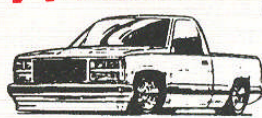
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A Publication of:



Volume 33, Number 6

Pikes Peak Corvair Club

Brunch Meeting

Sunday, April 5

10:00 am

Country Buffet

Citadel Crossing

Academy & Galley

April 2009

Chapter 809 of:



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CORSA set up PPCC with a mail list. To subscribe, send an e-mail to Garrie Fox gfox80915@yahoo.com telling me you would like to subscribe and I will add you to the list.

Same goes if you want to unsubscribe.

This mail list is like a small version of the VV's. You send a message to **ppcc-list@corvair.org** and it sends the message to everyone subscribed. The list is setup to block all attachments and convert all formatted text (HTML) to plain text to greatly reduce the chances of transmitting a virus.

This list is intended to improve communication within PPCC. It will mostly be used to let us know about meetings, brunches and car shows, cars and parts for sale

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President's Notes

By Steve Goodman

Hello fellow PPCC members: Thanks to everyone who attended the March meeting, the room was close to being filled. It looks like spring may finally start knocking on the door, time to get your convert out and make ready for nice weather driving. Speaking of driving, remember the Tri-State tune up will again be held at Eric Schakel's home near Sedalia. The date is April 19, not the 26th as previously published. Again it is APRIL 19th. Starting time is around 1100hrs although it would behoove everyone to get there early and find a good parking spot.

The other date changes that are important are the April meeting will be the 5th because of Easter and the May meeting will be May 3 because of Mothers' Day on the 10th. Keeping with the date theme remember to drive to Taos on May 22-24 for the Tri-State. I receive the CNM newsletter each month and they are working hard to make this weekend one to remember. Thank you Brenda Stickler and all CNM members for your efforts. In keeping with the Tri-State theme, Kermit Shields seems to have next years' event well in hand.

Hopefully at the April meeting Paul will have some news on badges, the sample that he has was certainly a nice piece.

Also the Forney Transportation Museum is waiting to see some current

pics of the cut-away car that resides at the Glusick residence.

At the meeting I asked for some volunteers to help with picnic supplies for the June 14 affair at Ft. Carson. Garrie and Patricia Fox and several others held up their hands I appreciate the offers because I can't find an easy way to help from 70 miles away. Let's hope that the weather cooperates better than last year in June.

Paul Campbell continues to publish a great looking (and reading) DRIPLINE each month, thank you. I would entertain a motion to double his pay at the April meeting.

'THANKS' as always to all PPCC members who attend the meetings and drive their Corvairs when they can. Without all of you the drive to the Springs each month wouldn't have much meaning.

Thoughts About Driving

I drive way too fast to worry about cholesterol.

You never really learn to swear until you learn to drive.

Confucious say; Man who drive like hell bound to get there.

If all the cars in the United States were placed end to end, it would probably be Memorial Day Weekend.

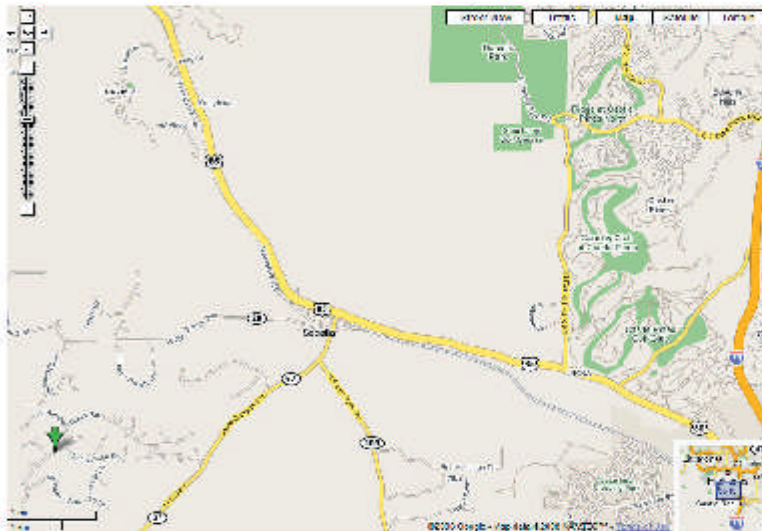
Second Annual Tri– State Tune Up

Eric Schakel's House

Sunday , April 19, 10:00 am to 2:00 pm

Directions to the Corvair Extravaganza at the Schakel Place:

Ah, the fresh country air! From C-470 on the south side of Denver, proceed south on either I-25 or on Highway 85. From the Springs, you can come up Perry Park Road (Hwy 105) or I-25. When you reach the massive new Sedalia Traffic Signal (only one lighted intersection, but it's a BIG intersection with a bunch of lanes!), go west toward Deckers on Hwy 67.



You'll cross two railroad tracks in quick succession (the famed Bud's Bar is between the tracks on the north side); follow the road for about 3 miles. You'll pass the entrance to the Sacred Heart Retreat House on the right, and the next right, marked by a standard reflective street sign, is Rainbow Creek Road. Take it.

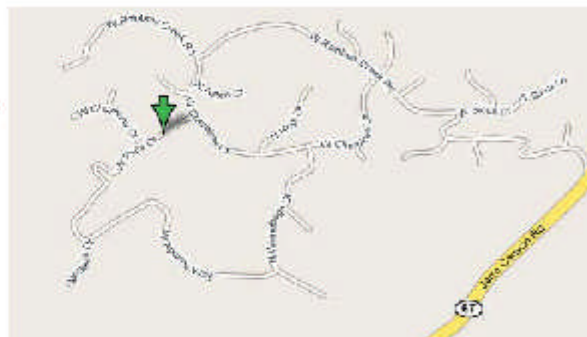
Rainbow Creek Road goes up over a ridge via a few switchbacks. Stay on it - you're in the Indian Creek neighborhood.

You're looking for a tee intersection with Cherokee going

left from the tee. Note that Cherokee loops around, so ignore it if you see it on a cross (not TEE) intersection. When you come to the tee, take Cherokee to the left. If you go straight, you'll end up in Rainbow Creek. That isn't a good thing.

The second right off Cherokee is Piute Drive, opposite the Indian Creek Clubhouse. Take Piute to the right. The Schakel home is the second house on the left, at 7082 Piute Drive. It's a big gray house with a round window in the front. It is surrounded by a very rustic fence, and a nasty ditch on each side of the driveway, courtesy the Douglas County Digging Division.

In case of dire traffic dysfunction, call 303 660-0914 for an update.





Tri-State Corvair Meet

Friday, May 29th
through
Sunday, May 31st

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Tri State Teams A Trekkin!

The enthusiasm of our tri-state team is amazing. We have a group that has already gone up to Taos to scout out the best car show place. The style shirt and color has been selected for the T-shirt / Polo sales. We are getting help from artistic types in the club to work on the three ideas for the logo which we are trying to get finalized by the first of December. Dan Palmer has volunteered to help the Banquet Committee with door prizes. This year we are going for QUALITY door prizes as apposed to Quantity door prizes. Hopefully we will have about 25 outstanding door prizes to hand out. We can then focus on the Tri-state bags to have extra treats in them for everyone to enjoy.

"Members Start Your Speed Dialing"...yes as of RIGHT NOW you can call our host hotel and get your reservation for the CNM sponsored Tri-State on Friday May 29, thru Noon Sunday May 31, 2009. Hotel Phone for the Best Western Kachina Lodge is (575)758-2275. The web site for local information: Kachina Lodge.com. Other food and shop guides are at the city's web site Taosvacationguide.com. The reason for getting reservations early is that you will actually pay MORE for the less desirable hotels than our discounted rate of \$69.00 a night for our fabulous hotel. You must identify yourself as part of the CNM Tri-state to get this discount. We have a Hot Tub and Swimming Pool at this hotel and Friday night there will be Native American Dancers at the hotel entertaining us. I will be checking in with the hotel in March to see if we need to open up a larger block of rooms. The closer it gets to the Tri-State date the tougher that will be to try to adjust.



SUSPENSION CHECK LIST

The engineering feats of the CORVAIR are two-fold, the revolutionary rear engine placement and the independent front and rear suspension. The engine has gone through many development stages to gain more horsepower/torque and to quell the majority of the oil leakage problems. The suspension however is more of an 'out of sight/out of mind' situation. When the car was new, the suspension as barely adequate for normal use. The English car magazine *AUTOCAR* noted quickly that the shock absorbers (dampners in their language) were minimal at best. They also faulted the long steering lock to lock count. As the miles accumulated on the cars, the steering and other suspension parts naturally aged. Typically however, a driver fails to recognize a slow degrading of a part until all of a sudden there are very bad faults showing. Things like a steering wheel with a half turn of play or a sudden shimmy going down the road and the owner realizes that maintainance is needed rather quickly. This is also a time when an estimate from an alignment shop creates 'sticker shock' in the first degree. From tires to ball joints, the costs of making your favorite CORVAIR feel well again can be high. With cost vs worth in mind, lets look at the various suspension components and see how we can keep our cars alive and well plus some ideas to help save money on repairs.

TIRES air pressures are critical/10-16psi differential front to rear--experiment with your own car--temps change pressure easily--radial tires are superior of course--wide wheels/tires can aggravate rut following and wet/slick road adhesion

SHOCKS after tires the most important piece is shock absorbers--worn shocks or worn rubber bushings that contain the shocks mounts cause poor control in dips and can cause shimmy--if your car bounces twice, the shocks are worn

STEERING BOX WEAR lack of lube inside OR loss of seal integrity on pitman arm shaft allows moisture/wear inside the box--improper adjustment makes wear quickly--also the pitman arm bushing fails easily

OTHER WEAR SPOTS lower ball joints/idler arm (no lube fittings on OEM)--tire rod ends and upper ball joints suffer from no steady lube regimen--wheel bearing adjustment too

RUBBER PARTS upper/lower inner bushings--strut rod bushings--*REAR* rubber bushings too--watch for transaxle leaks at inner strut rod bushings--rubber dust covers for ball joints and especially tie rod ends

ALIGNMENT shop should first check tire pressures/ride height/tire quality/steering quality--LM owners remind shops that axle movement into differential is common

TIPS don't place weight in front to tighten steering--use full circle spring spacers in increase ride height--EM/FC owners remember that rear grill and mount cover must be removed before setting toe in rear--remember to lube suspension often--the addition of a front air dam/valance panel aids greatly with straight line at speed as well as in winds--also helps a bit with fuel milage

NOISES when encountering bumps look at shock mounts/lower shock bolts/outer sway bar bushings--rubber bushings in steel sleeves ssqueak when dry--U-joints also squeak

PERFORMANCE MODS aftermarket quick steering arms are good but extend turning circle plus increase steering effort--factory quick steering is best of course--HD shocks are good but increase the harshness of the ride, a sacrifice to have a firmer cornering capability--wider wheel/tire combinations and lower aspect ratio tires increase cornering capability too at the expense again of a harsher ride and a little 'wandering' on poor road conditions--installing harder (firmer) rubber bushings (a greater durometer value) aids with cornering capability and once again the ride quality is compromised--increased diameter of front sway bar and/or the addition of a rear sway bar will aid in corners but some experimentation is in order to find proper 'load' settings of the bars--HD coil springs or cutting coils from stock springs again aids in increased cornering ability at the expense of some ride quality and ground clearance

EM OWNERS turning your pre-64 into a 64 suspension-wise is easiest way to better handling--don't add the transverse spring without adding the front sway bar too

Brake Fluid Considerations for Corvair Owners

By Kermit Shields

Did you know that you should regularly flush your brake fluid in your Corvairs? Some people don't and here is why you should do it, regularly. Brake fluid is hygroscopic. That means it loves to absorb water like a sponge and likes it so much it will suck moisture right out of the air, even through older style rubber seals and brake lines. As it absorbs water there are two bad things that happen to the fluid. First is that it causes the boiling point of the fluid to go down which can reduce braking performance. But for Corvair owners, the important reason is that the moisture causes the brake fluid to become corrosive and then to damage wheel cylinders and master cylinders.

Note: Auto makers are not currently recommending the regular flushing of brake fluids for newer car because 1) *newer* brake system designs and new material for seals and hoses have reduced the amount of moisture getting in, 2) there can be problems with contamination getting into the system during flushes, and 3) old brake fluid is not environmentally friendly.

What can happen if the brake fluid does not get flushed? In addition to the moisture problem, fluid contamination by wear particles from seals and internal corrosion can sometimes cause problems. The first big surprise when I drained the brake fluid from the yellow 1968 convertible was the color of the old stuff. Black! It had no resemblance to the clear new liquid. Opening up the brake wheel cylinders (which were **not** leaking) revealed the second surprise, significant pitting. This was my first Corvair brake system maintenance in ten years of ownership.

What is the difference between flushing and bleeding? Flushing is just that, flushing the old dirty fluid out of the system and replacing it with new clean fluid. Bleeding usually consists of removing just enough brake fluid to get out the air pockets that have become trapped in the system, and usually does not focus on the time consuming process of removing the dirt and old fluid from the system.

How can you tell if your Corvair is due for a brake fluid flush? Do you remember the last time the brake system was flushed? Has it been more than three years? six years? (Forty years ago Jaguar was recommending an annual brake fluid flush.) Whenever you have the brake system flushed, it will also be a good time to have a wheel cylinder checked for cleanliness. Preventing brake system corrosion will help in preventing your classic car braking problems.

Minutes of March 8 Meeting

Minutes approved by Kelly Westerfield, seconded by Pat Fox.

Welcome back to Andy who we haven't seen for a while.

Treasurer's report: John says we have \$1300 more or less in the Treasury.

OLD BUSINESS:

- Kermit Shields reported on the Tri-State 2010. He and Paul Campbell done some scouting and have chosen a location. It will be announced at the 2009 Tri-State.
- We are still exploring options for new badges. Steve brought one from the Denver Club. Paul will check into prices and set-up fees.
- Pat and Garrie Fox will get together with Jennifer and Betty Jo organize picnic supplies for our June get-together.
- Steve had more information about possible donation of the ½ Corvair to the Foreney Museum. Still working out "right of disposal" issues.

NEW BUSINESS:

- John requested nominees for the Boydston awards. They are due by April first.
- Darren reminds us to keep our memberships current.
- Paul reminds us to send any and all articles/ideas for the Dripline.
- Thanks to John for getting and managing our meeting door prizes and to Ruth and Ernie and Barb for donations.
- Steve reminded us that radical temperature changes mess with tire pressure and that there should a 10#-16# difference in the pressure from front to rear. Also don't forget to grease regularly.

UPCOMING EVENTS:

- PPCC meeting is on April 5th to avoid conflicting with Easter.
- Tune-up at Schaeke's in Sedalia April 19th. Food will be provided. Please donate to the pot to help cover costs.
- Next PPCC meeting is on May 3rd to avoid conflicting with Mother's Day.

Information Needed

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Or call me at 633-8708

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William Kirwan
Norbert Nothstein

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Don Smith
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Bettie Jo Benzel
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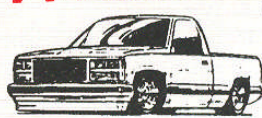
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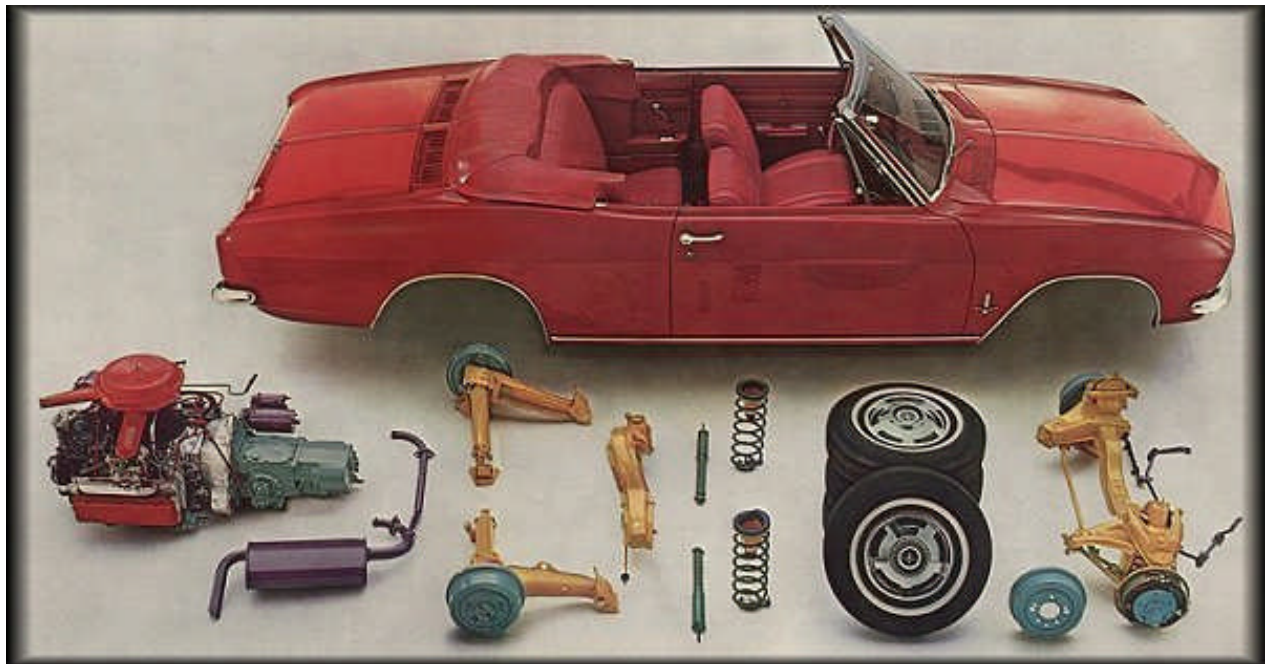
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May 2009

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Treasurer	John Koll	719 593 1928	jkkoll@aol.com
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This list is intended to improve communication within PPCC. It will mostly be used to let us know about meetings, brunches and car shows, cars and parts for sale

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President's Notes

By Steve Goodman

Hello fellow PPCC members: I had my notes laid out this month to include the Tri-State Tune Up and instead have to start over since Mother Nature saw fit to throw lots of snow at us last weekend.

Paul is anxious to get the May DRIPLINE out so any comments about the Tune Up will have to wait until the meeting. I can only hope for a great attendance by PPCC members.

Speaking of the meeting, don't forget that the May meeting is the **THIRD** of May. I have triple checked my calendar to make sure I have the correct date too, it is May 3. Location is the same, Country Buffet at 1000hrs.

Hopefully the sun will start shining now that spring is almost here, we have the Tri-State coming up in May and then the PPCC picnic on June 14. Details of the picnic should be in next months' DRIP-LINE.

One last thought about the Tri-State Corvair meet, I passed a signup sheet at the last meeting asking for commitment for T-shirts, CNM is trying to get an idea of how many and size to order. If you did NOT attend the meeting please email me with size and the choice of T-shirt or Polo shirt. CNM's cutoff date is coming quickly.

Don't forget, May 14 is an infamous

date, May 14, 1969 was when the 1969 Corvair numbered 6000 rolled off the assembly line and the manufacture of the Corvair came to an end.

As an afterthought at the March meeting I took a quick poll to see how many members only owned one Corvair. I am going to do so again this month, I am curious how many of us own more than one Corvair. I will write a short story about it for the June newsletter.

I hope to see all of you at the meeting and will take this opportunity to wish a happy Mothers' Day to all of the moms in the club.

Is it True Blondes Have More Fun?

One day, while a blonde was out driving her car, she ran into a truck.

The truck's driver made her pull over into a parking lot and get out of the car.

He took a piece of chalk and drew a circle on the pavement. He told her to stand in the middle and not leave the circle.

Furious, he went over to her car and slashed the tires.

The blonde started laughing.

This made the man angrier so he smashed her windshield.

This time the blonde laughed even harder.

Livid, the man broke all her windows and keyed her car.

The blonde is now laughing hysterically, so the truck driver asks her what's so funny.

The blonde giggles and replies, "When you weren't looking, I stepped out of the circle three times!"

REPRINTED FROM CORSA COMMUNIQUE NOVEMBER 1981



Corvair Phaeton

A real one-of-a-kind

By John & Dee Glusick, Pikes Peak Corvair Club

It was the end of February 1981 and "Rally to the Rockies" time was just around the corner. Being charter members of the Pikes Peak Corvair Club and with the convention so close to home, we decided we just had to go, do or die.

The cars we drive everyday, a 1965 coupe and a 1963 Rampside, were not convention worthy. All of the other Corvairs we own need a frame-up restoration. My wife, Dee, and I tried to decide which one we would rebuild. Some people might not have this problem, but being real Corvair nuts, we could have chosen our '60 4-door, '63 Spyder convertible, '64 2-door, '65 2-door, '66 Corsa convertible, or '69 Monza convertible, not to mention the three Greenbriers and two Lakewoods. So there I was, like an old bullfrog,

trying to decide which lily pad to jump on.

After wrestling with this problem for several weeks, we really couldn't get excited about driving a Corvair that we might get confused with someone else's and take the wrong car home. We had been talking for some time about trying to build a "Corvair Phaeton" (four-door convertible). Dee said, "Why don't we try it. We will always wish we had if we don't." Yeah, why not!

My high school background of the "50's" and in California, to boot, explains my interest in street rods and custom cars. I guess that's why I have always had an eye for unique cars. So that's why, for years, I've talked about building a Corvair Phaeton.

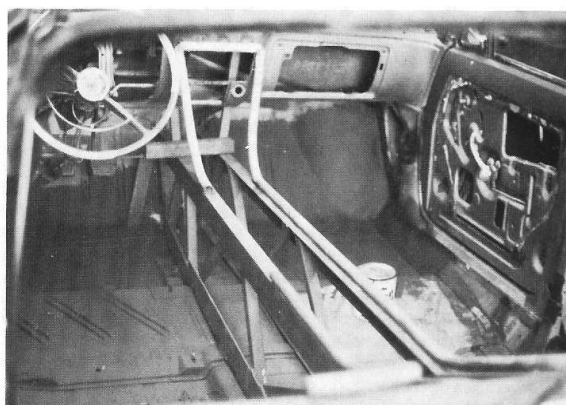
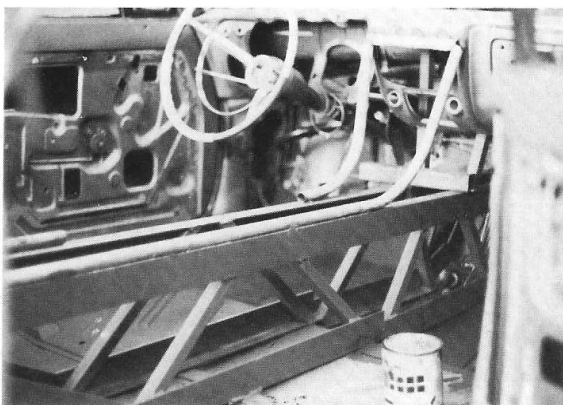


The late model bodies are a natural, so we went out to our private junk yard (I mean Corvair parts cars), did some measuring on the sedan door glass lines (the top of the window) and checked the convertible top mechanism. It looked like it would work. But problem number one arose. Having two nice sedan bodies, with plans for them later, I really didn't want to put them to the can opener. I called upon a friend of mine in Colorado Springs, Jim Wood, and told him a sad story about a '65 four-door "500" that I wanted to build for the convention, but I didn't have an extra body. The story was to save face just in case our ideas didn't work. We told no one we were building a Phaeton. Good old Jim came up with a '65 four-door, so with trailer in tow, off I went to Colorado Springs. As we were loading the '65, I noticed some bad chain marks across the top, so to keep my 500 Corvair story going, I complained to Jim about how bad they were and how much extra work it was going to be for me to fix it.

We started work on our Phaeton Memorial Day weekend by completely disassembling the car. I built two steel trusses out of 2"x3"x1/4" angle iron with 1" square tubing braces. The truss members were welded to the floor of the body and to the main body supports under the dashboard. I put a 2"x3"x1/4" angle iron across the back from door to door. The truss members were welded to this angle iron at the rear, thus completing the console down the center of the car. I also added 2"x3"x1/4" square tubing under the edge of the body to help support the doors. I wanted as much support as possible. This gave me a solid support for the convertible to hinge brace to be welded to. When you are working with a sedan, you lose a lot of body strength when you cut the sheet metal top off.

With all the steel welded into place, it was time to cut off the top. We installed the doors and put reference marks on the doors and body, so when we cut the top off, we could check to make sure the body didn't slip out of alignment. I used a metal saw to cut the top. This did not heat warp

REPRINTED FROM CORSA COMMUNIQUE NOVEMBER 1981



These are the steel trusses built to brace the body with the standard hardtop cut off.

the body like a cutting torch would. I used a windshield frame from a convertible, therefore giving me the hardware that was needed to match the top.

The top placement came next. With the windows rolled up a stock convertible top frame was set to match the rear window, giving us the location for the top hinge pin.

The next problem was to make room for the top mechanism to fold down. To gain the 26" needed from the hinge pivot to the rear of the convertible top well, I moved the intake air grill back 6 $\frac{3}{4}$ ". Wanting to keep the stock body look, I followed the body line of the rear door back to determine the slant of the intake air grill. I also added a 12 gauge metal brace on each side to support the rear deck lid hinges. The deck lid had to be shortened about 8". The top of the rear wheel wells had to be cut off to make room for the top mechanism when the top is down. The stock top rails were lengthened about 4" on each side of the center bow, to total 8" on each side. I believe the body modification is what gives the car its long, low look, even though the wheel base was not changed.

The convertible top was custom made by my wife Dee. She also did the interior. The standard Corvair seat is too wide with the console down the middle, so we went looking for a seat no wider than 21 $\frac{1}{2}$ ". We finally found our front seats in a Datsun and the rear seats were out of a Toyota. They both sat too high, so reconstruction of the runners and mounts began. The rear seats were

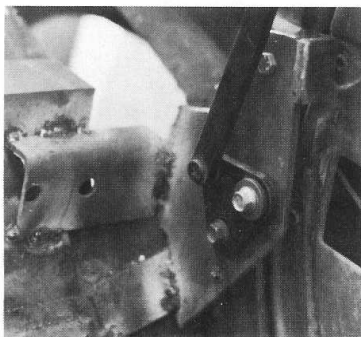
mounted stationary on the seat frame alone. To save the front seat adjustability, the old adjusting rails were bolted to the seat with 1" square tubing welded inside the seat frame. This lowered the seats about 2" and left them fully adjustable. The front seats also recline.

The material used in the interior was red vinyl

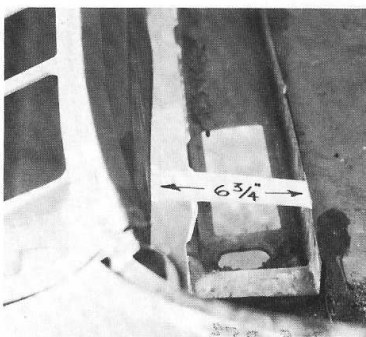
with the texture of leather with darker black shading through it. The cloth was red velvet roses and black leaves on a cream background. It reminds you of tapestry. Wood inserts hold the Monza emblem on the door panels and black cut pile carpet protected the bottom where small lights are mounted to come on when doors are



With the necessary supports in place, we cut off the top.



Hinge for top mechanism and brace at the back...



Air intake grill was moved back and raised to follow body lines.



A brace was added to each side to support the rear deck lid hinge.



Tri-State Corvair Meet

Friday, May 29th
through
Sunday, May 31st

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Tri State Teams A Trekkin!

The enthusiasm of our tri-state team is amazing. We have a group that has already gone up to Taos to scout out the best car show place. The style shirt and color has been selected for the T-shirt / Polo sales. We are getting help from artistic types in the club to work on the three ideas for the logo which we are trying to get finalized by the first of December. Dan Palmer has volunteered to help the Banquet Committee with door prizes. This year we are going for QUALITY door prizes as apposed to Quantity door prizes. Hopefully we will have about 25 outstanding door prizes to hand out. We can then focus on the Tri-state bags to have extra treats in them for everyone to enjoy.

"Members Start Your Speed Dialing"...yes as of RIGHT NOW you can call our host hotel and get your reservation for the CNM sponsored Tri-State on Friday May 29, thru Noon Sunday May 31, 2009. Hotel Phone for the Best Western Kachina Lodge is (575)758-2275. The web site for local information: Kachina Lodge.com. Other food and shop guides are at the city's web site Taosvacationguide.com. The reason for getting reservations early is that you will actually pay MORE for the less desirable hotels than our discounted rate of \$69.00 a night for our fabulous hotel. You must identify yourself as part of the CNM Tri-state to get this discount. We have a Hot Tub and Swimming Pool at this hotel and Friday night there will be Native American Dancers at the hotel entertaining us. I will be checking in with the hotel in March to see if we need to open up a larger block of rooms. The closer it gets to the Tri-State date the tougher that will be to try to adjust.



Tri State Tuneup At The Schakel's

April 26,2009



Secretary's Report April 5, 2009

April minutes moved approved by John Glusick and seconded by Kelly Westerfield.
John Koll reported treasury has approximately \$1300.
Tri State in Taos 5/29-5/31/09.
Please order T-shirts (\$15) and Polo-shirts(\$20) with sizes so NMCC will know how many to order.
Test n' Tune @ Schaekel's 4/19 10am-2pm. Please donate for food served. **(Rescheduled to 4/26)**
Corvette Auto Cross 4/26. Contact Steve for information.
May PPCC meeting will be @ Country Buffet May 3,
PPCC Picnic June 14 @ Ft. Carson. License and Insurance info will be checked when you enter the base.
Name Tags: John Glusick will bring original PPCC logo to next meeting so we can consider design.
Chris reports it's been one year since he bought his Corvair which is still being restored.
John Koll requested nominations for Boydston award.
John also reported that a collector's car license will cost an additional \$41 after July first. Until then you can renew a 5-year license for your car if it's pre-1974 for the old fee.
John Koll has Clark's catalogs for \$5.

One day my housework-challenged husband decided to wash his Sweat-shirt. Seconds after he stepped into the laundry room, he shouted to me, "What setting do I use on the washing machine?"

"It depends," I replied "What does it say on your shirt?" He yelled back, "Chick Magnet."

Membership Dues Now Due

Due May

John Hesco
Kermit Shields
Don Smith

Due June

Bettie Jo Benzel
Bud Edwards
Ken Maurer
Dean Schmidt

Due July

Linda Richards

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Volume 33, Number 8

Pikes Peak Corvair Club

PICNIC!!

Sunday, June 14

10:00 am to 4 pm

Iron Horse Park

Fort Carson, CO

See Page 5 for details

June 2009

Chapter 809 of:



Page 1

Pikes Peak Corvair Club 2009 Officers

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Vice President	Jon Anderson	719 572 6747	Jbanderson65@hotmail.com
Secretary	Pat Campbell	719 633-8708	pdtcamp@yahoo.com
Treasurer	John Koll	719 593 1928	jkkoll@aol.com
Membership	Darren Darnell	719--352-6141	ddcolorado@aol.com
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President's Notes

By Steve
Goodman

NOTES FROM THE PRESIDENT

by Steve Goodman

Hello fellow PPCC members: The 2009 Tri-State Corvair Meet in Taos is history. Thanks to all who attended and I believe that everyone had a great time. CNM is to be congratulated for another fine meet. The Ka-china Lodge was a great place to hold the event with plenty of parking and good cooperation between the staff and guests.

Congratulations to Darren Darnell and Paul Campbell who won with their cars and Debbie Anderson seemed to have a charmed evening at the banquet with her continued door prize and raffle winnings. Many other PPCC members collected door prizes too. Kermit announced the 2010 location and everyone seemed thrilled to go back to Canon City.

I was especially pleased that so many officers from each of the three clubs were present too. Bonneville Corvair Club had four cars drive from SLC too.

Remember that June 14 is the picnic at Ft. Carson. Included in this DRIP-LINE is a map to which gate etc. Hopefully everyone will attend and the weather will cooperate this year. If

you have a favorite salad or dessert bring it along, the club will furnish the meats and buns and soft drinks. We didn't discuss any price at the last meeting but as I recall it was \$4.00 each last year for adults and zero for children under 10. I believe that Garrie and Patricia Fox had offered to assist in gathering some of the accessories, hopefully they will call for help from others if they need it.

I hope to see you all there, drive safely everywhere you go and enjoy what seems to be the start of summer... finally.

2009 Taos Tri-State Car Show Winners

Early Open
John Drago

Early Closed
Paul Campbell

Late Open
Wayne Broadhead

Late Closed
Dale Nielsen

Most Original
John Neal

Longest Distance
C-Vee Stowell

Hard Luck
Russ McDuffie

Fan Belt Toss
Darren Darnell

Peoples Choice
Rich Mendenhall

Boydston Award
Pat Hall

Chris Woodard's Car is Coming along Faster and Better Than He Thought



Passenger Side Windshield Before Blasting



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Looking Good After Welding And Shaping



New Clark's Windshield Repro Panel. Body Man Even Took Time to Simulate Welds.

A Tale of Two Corvairs and The Oil Used Inside Them

One certainly gets what they pay for and attached is a pic of the inside of this fuel injected '69 Binion Corvair engine, as found it, when I was replacing the oil pan gasket. The oil pan cleaned up very easily and again, there was not even typical oil staining found with normal oils. I find that Mobil 1 15w50 Synthetic is worth far more than



the cost which is now \$26.00 a year to protect my Corvair Engines.

This oil pan had not been off for certainly more in than 13 years.

The sludgy looking one on the right is Paul Campbell's after 47 years.



It's Picnic Time!

Sunday, June 18

10 am to 4 pm

Bring a Dish to Share!



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- No alcoholic beverages (except Beer)
- Fires only in Designated Grills
- CLEAN UP AFTER PICNIC!!

Another Great Tri-State Gathering Thanks Corvairs of New Mexico



Pat Hall
Winner of the Annual
Frances Boydston
Award
Presented by
Ruth Boydston

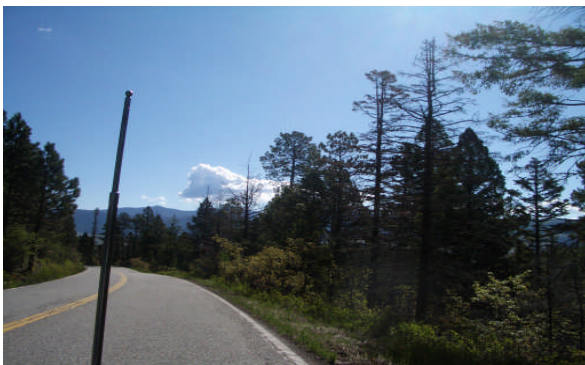


Debbie
Anderson
Won a
Corvair Quilt
Hand Crafted by Ruth
Boydston

Paul and Pat
Campbell's
1962 Corvair
Voted Best Early
Sedan
At this Year's Tri-State



The DRIPLINE



Pikes Peak Corvair Club



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Norm Gieseke
Mark King
Chris Klapp
Terry McKenna
William Kirwan

Due June

Bettie Jo Benzel
Bud Edwards
Ken Maurer
Dean Schmidt

Due July

Linda Richards

Due August

Ken Brown

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"I CAN HEAR JUST FINE!"

Three retirees, each with a hearing loss, were playing golf one fine March day. One remarked to the other, "Windy, isn't it?" "No," the second man replied, "it's Thursday." And the third man chimed in, "So am I. Let's have a beer."

DOWN AT THE RETIREMENTCENTER

80-year old Bessie bursts into the rec room at the retirement home. She holds her clenched fist in the air and announces, "Anyone who can guess what's in my hand can have fun with me tonight!!" An elderly gentleman in the rear shouts out, "An elephant?" Bessie thinks a minute and says, "Close enough."

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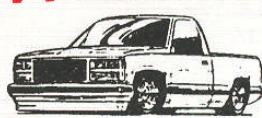
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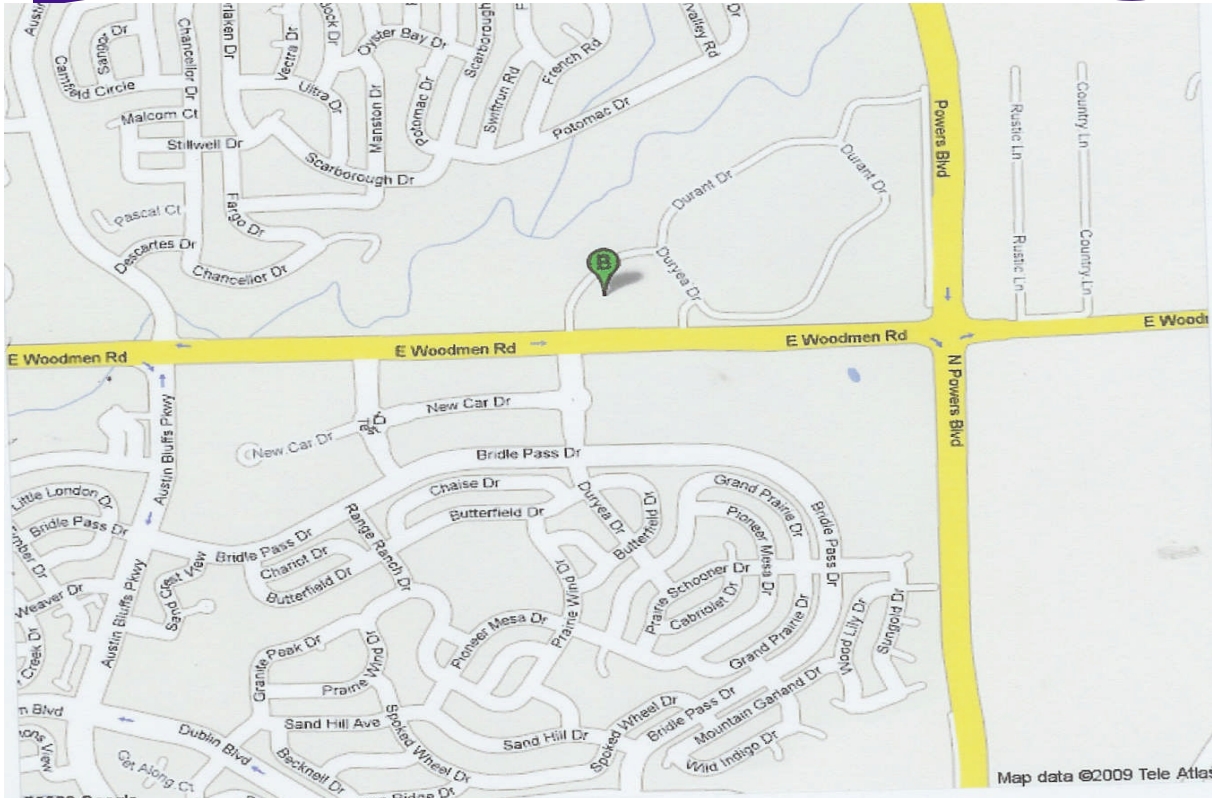
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Pikes Peak Corvair Club

Chap-



Meeting
Sunday, July 12
10:00 am
Golden Corral
5410 E. Woodmen Rd.



Pikes Peak Corvair Club 2009 Officers

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Vice President	Jon Anderson	719 572 6747	Jbanderson65@hotmail.com
Secretary	Pat Campbell	719 633-8708	pdtcamp@yahoo.com
Treasurer	John Koll	719 593 1928	jkkoll@aol.com
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Drip Line Editor	Paul Campbell	719 633-8708	pdtcamp@yahoo.com

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Same goes if you want to unsubscribe.

This mail list is like a small version of the VV's. You send a message to **ppcc-list@corvair.org** and it sends the message to everyone subscribed. The list is setup to block all attachments and convert all formatted text (HTML) to plain text to greatly reduce the chances of transmitting a virus.

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President's Notes

By Steve Goodman

Hello fellow PPCC members. I thought the picnic came off very well this year, the weather may not have been the best but it wasn't snowing either!! Thanks to Chris Klapp for setting up the pavillion at Ft. Carson and an appreciative hand to Garrie/ Patricia Fox and Paul/Pat Campbell and Mike/Jennifer Wiltrout and Kelly/ Mary Lynn Westerfield or doing the hard work of gathering all of the picnic supplies so that the rest of us could enjoy ourselves. Also thanks to everyone who brought their favorite side dish to share with all of us.

As most of you know, the meeting agreement with Country Buffet ended when they remodeled their facility. In a nutshell, the new place has a much larger meeting room and they won't guarantee privacy for us unless we agree to pay a minimum fee each month. Obviously the minimum charges are out of the question and trying to talk over normal conversations being held around us would prove to be pretty distracting too.

Luckily both Jon Anderson and Norm Gieseker were working on new locations. Jon made the deal with the Golden Corral at Powers and Woodmen. The meeting will be the same time 1000hrs on the second Sunday of July 12. I hope everyone

attends, fills up the parking lot with Corvairs and we make an impression on the staff there.

Thank you both for helping PPCC.

The next event that I am aware of is the RMC picnic in August. Further details will be available at the next meeting as well as the DRIPLINE along with a map. The picnic this year will be near Larkspur, a much closer drive for all PPCC members.

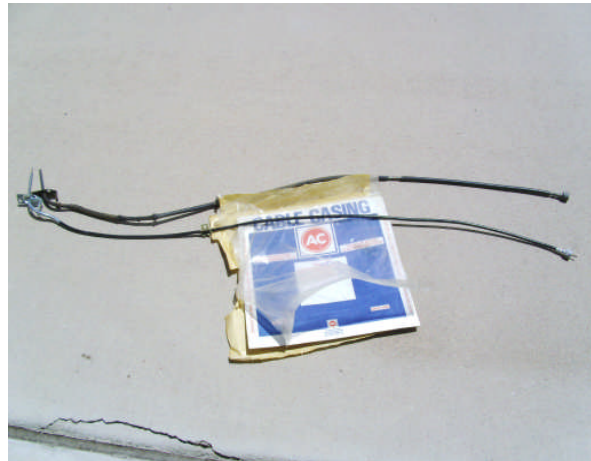
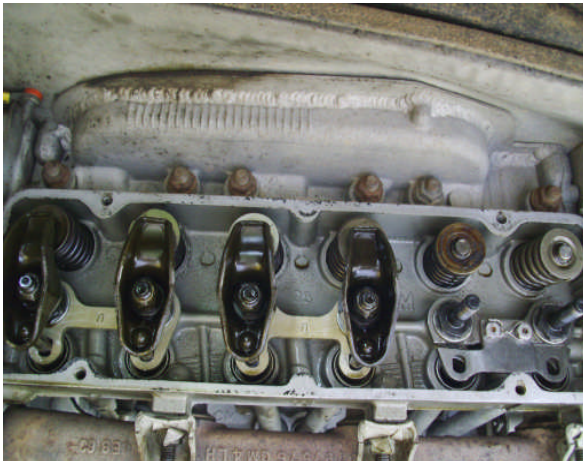
Thanks to all who make the club run each month and to everyone who takes time out from their busy schedules and attends the meetings and events.



Steve Goodman

Name Tags

Here's an example of a possible design for the often discussed name tags that members of Pikes Peak Corvair Club can order. Cost is \$4.00 each singly or in quantity. If you have a different design you'd like to submit for consideration, send it to me and I'll publish your design in future Driplines.



End of the Rainbow?



Procrastination when parts are available, or even on hand, came to an end this month!

Putting up with oil leaks and inconvenient, though minor, Corvair problems just need to be attacked with resolve!

Now the 1969 Milt Binion Corvair Monza has no leaks and attached are pics of the installation of the new viton push rod tube "O" rings provided by Steve Goodman and the Orville G. Eliason P.D.Q. Split U push rod guide plates on the leaking side where I found old type Buna "O" rings. These split U plates were made to allow changing of push rod tube oil rings without having to untorque and retorque heads. I still have three of the split plates left and will

install them when the right side O rings are replaced in the future.

It needed a new speedometer cable/housing assembly and thanks again to Steve Goodman, who recommended that I get the NOS assembly that I found available, that was installed also.

The new thermostat was on hand and it was a convenient time to replace that also.

So, almost at the end of a rainbow sat the No Leaks Corvair.

Regards,

Garrie Fox

Picnic 2009



Our Annual Picnic was held at a great new place This year.: Iron Horse Park at Fort Carson.

Weather was good food ,was good, the people were nice. Only one problem: YOU WEREN'T THERE!!

Maybe the new location confused people. Maybe we didn't give the picnic enough advance publicity. We missed you and we'll give it more publicity next year because the picnic is a fun time if YOU ARE THERE!



Brighten Your Turn Signal Indicators

"Borrowed" from
J.F. Rittenhouse,
Classic Corvairs of River City

While hunting up a Spyder dashboard to put in my Greenbriar van, I remembered how difficult it was to see the Spyders turn signal indicators during the daytime. On a whim, I removed the metal tubes that hold the turn signal bulbs inside the dash, then spray painted the inside of the bues with shiny white enamel. Of course, I was careful to scrape the paint off of the areas that ground the bulbs to the dashboard. Now, whenever a turn signal is on, the indicator shows a bright green circle. The effect of the white paint on the turn signal indicator is truly amazing.



Debbie Anderson
Judy Brown
Norb Nothstein
Rita Nothstein

A Blonde Joke

No offense, Jennifer!

A married couple were asleep when the phone rang at 2 in the morning. The very blonde wife picked up the phone, listened a moment and said "How should I know, that's 200 miles from here!" and hung up. The husband said, "Who was that?" The wife answered, "I don't know, some woman wanting to know if the coast is clear."

Membership Dues Now Due

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Ken Brown

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Past Due

Don Smith

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Any questions, please call
Darrin Darnell at
ddcolorado@aol.com

Tech Tip

**"Borrowed" from Harry Spence,
Classic Corvairs of River City**

I was talking to Christy Barden about carburetors and mentioned this method for cleaning the little passages in the carburetor body. He had not heard of it and suggested I share it with the membership. For cleaning the inside diameter of many small holes I use pipe cleaners, the kind that pipe smokers use to clean the small passage in the stems of their pipes. For holes which are a little larger, I insert a wire through the hole and attach the pipe cleaner doubled over two or three times and put it through the hole.

Tech Tip

**"Borrowed" from Mark Domzalski, February
1996, Corvairs of New Mexico**

Those of you that are FC drivers know that the front end is a little drafty even with the vents completely closed. If you have the 1964 damper door for the grill, you are in great shape for winter. If you don't, either run the heater or start chasing air leaks. Each year I pull the grill and lay in two sheets of 3 or 4 mil black ply sheeting, the kind used for vapor barrier under concrete. I carefully insert the grill and reinstall all of the screws while taking as much slack out of the sheets as possible. After the grill is reinstalled, I carefully trim the sheeting to the edge of the grill with a sharp Exacto knife. With the black sheeting, the front and looks completely normal. With the heavy sheeting, I have never had a blow out, even at highway speed on a warm winter day when someone forgets and opens a vent door. It sure keeps my feet warmer in the winter. In the spring, take out the seven screws and you are "summarized".

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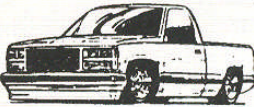
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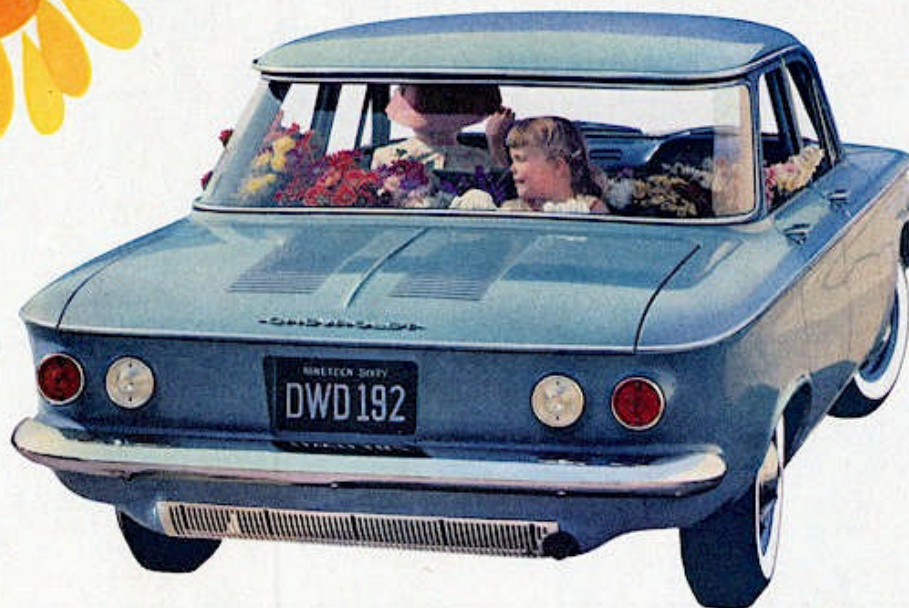
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Thanks, Kermit!

A Publication of:



Volume 33, Number 10

Pikes Peak Corvair Club

Meeting

Sunday, August 9

NEW TIME!! 9:30 AM

Golden Corral

5410 E. Woodmen Rd.

August 2009

Chapter 809 of:



Page 1

Pikes Peak Corvair Club 2009 Officers

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Secretary	Pat Campbell	719 633-8708	pdtcamp@yahoo.com
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Drip Line Editor	Paul Campbell	719 633-8708	pdtcamp@yahoo.com

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Same goes if you want to unsubscribe.

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President's Notes

By Steve Goodman

Hello fellow PPCC members: First I would like to say **THANK YOU** for everyone who attended the meeting in July. It showed the management of the GOLDEN CORRAL that we were serious about using the facility. I hope that everyone thought the food selection and service were good, after the meeting Jon Anderson and I met with the manager and agreed to the rest of 2009 with the exception of December of course. If anyone has comments please direct them to myself or Jon. The line of Corvairs in the parking lot drew some attention too and we reminded the manager of that. Thank you all for driving your Corvair and I hang my head since I opted for a later model car with A/C to keep Ruth comfortable on the drive.

One note, the meeting time has been moved up to 0930hrs, the restaurant would like the meeting room available to them about 1100hrs. No one objected to the change, many arrive at the restaurant early each month now.

Thanks go to Jim and Pat Wood, they have been the only 'life' members of PPCC until they suggested that Betti Jo Benzel be afforded the same privilege and everyone agreed. Betti Jo will never have to pay dues to PPCC again and it is a very small show of gratitude for the service that Betti Jo and Ben have given to PPCC though the years.

Let me also remind everyone that the RMC picnic/swap meet will be held at the Shuberts near Larkspur this year, August 23

at 1100hrs or a bit before. Bring parts along if you have something you want to sell or bring your list of things you are needing for your project. There is a map in this issue of the DRIPLINE to help you find the place.

Kermit Shields and Paul Campbell are hard at work for next years' TRI-STATE CORVAIR MEET in Canon City, the reports each month sound like a fun weekend, thank you both for your hard work.

Tim Shortle who lives in Durango was the emissary from RMC to the national convention in Jacksonville, Florida this month. He presented the bid for RMC to host the 2011 national convention in Denver. Sometime this year Eric Schakel who is the newsletter editor for RMC and also the chairman of the 2011 convention will attend a PPCC meeting and present some of his ideas of how PPCC can participate and help. I would also like to suggest that since only a few have attended a national convention, it might be a good idea to drive to Iowa in 2010 and see how a convention is planned and executed. Iowa is not a bad drive from Colorado, I hope some of us can attend.

I hope all of you are enjoying a mild summer this year, great weather to be driving our cars with only a little of the very hot temps so far. Have a safe and happy month and hopefully you all will attend the August meeting at the new restaurant. See you on August 9 at 0930 at the Golden Corral.

A flight attendant was stationed at the departure gate to check tickets. As a man approached, she extended her hand for the ticket, instead he opened his trench coat and flashed her. Without Missing a beat....she said, "Sir, I need to see your ticket not your stub."

WITH APOLOGIES TO CORVAIRS OF NEW MEXICO EDITOR AND FRIEND JIM PITTMAN. THIS STUFF IS JUST TOO GOOD NOT TO STEAL.
OUR MEMBERS LOVE TECH TIPS!!!

SEVEN YEARS AGO TECH TIPS

Tips from back issues of ENCHANTED CORVAIRS NEWSLETTER

At the January 2009 board meeting, Ollie suggested that we could benefit from having discussions about tech tips at our meetings. He said he often read the "Seven Years Ago" feature and found interesting tech tips but no details. Could we reach back to get these old tech tips into our current meetings? It sounded like a good idea so I went to my shelf of old newsletters to see what tech tips might be worth reprinting. I started with 1996.

FEBRUARY 1996

When an Old Carb Doesn't Work -- SDCC VAIRMAIL

After a car has been sitting for several months, its carburetors may be plugged with sludge from evaporated gasoline. When cleaning each carb, be sure to remove the main jet (unstick it with a hammer blow on a screwdriver) and clean out the passage underneath it that leads to the spray bar assembly.

Also, you might poke a fine needle through the two holes on top of the spray bar assembly until you can see through the two long tubes that point down to the passage you just cleaned from the main jet.

SDCC Tech Chairman Note: BERRYMAN B-12 (a strong solvent) can be poured or sprayed down into the carb vent tube so as to fill up the float bowl. This solvent is flammable, so be careful. It will burn in the combustion chamber as readily as gasoline. It acts as a solvent for the crud left behind by the dried gasoline. -- Lew Rishel - San Diego Corvair

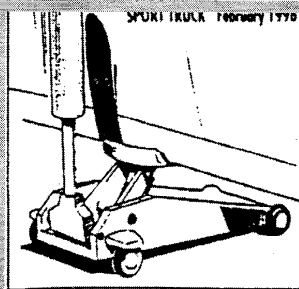
MARCH 1996

Tech Un-Tip -by- Mark Domzalski

Several of you know that I run a Dale electronic ignition in my Rampside. I read a tech tip that said if you are running an electronic ignition, you can bypass the resistor wire in the harness in the engine compartment and supply 12 volts to the coil for improved ignition voltage... WRONG!!! After burning out two coils, I realized that the coils I was buying, an Accell and NAPA, couldn't deal with a constant 12 volts. Swapping electronic modules didn't fix the problem, nor did returning to mechanical points.

Returning to the resistor wire in the harness fixed my predicament.

I have since learned that there are 12 volt coils available, but most of the standard coils that we buy are really less than 12 volts despite what they are advertised as. Beware if you experiment with your ignition. Being stranded between Espanola and Los Alamos is no fun... Except that you can probably wake Bill Reider earlier than he wants to get up... Thanks Bill!!!



Down-Low Jack

Got a lowered pickup with a killer paint job? Then you probably know that you have to be extra careful when using a floor jack to lift the truck or you'll chip the paint. To prevent this, wrap the handle with water-pipe insulator material to cushion the blow should the handle accidentally hit the truck.

APRIL 1996

Shock Tech Tip - Mark Domzalski

How about those shock absorbers on your FC? There sure seems to be more info coming out these days... The Corvanatics newsletter as well as the CORSA Communique have had recent articles. But, this is my tech tip and my opinion...

I spoke the virtues of the KYB 5433 shock in the past. I still believe that it is the best for the front end on the Rampside or Loadside. Its damping ratio is supposedly 70-30. That really makes the pickup ride pleasantly firm and those annoying instantaneous lane changes on I-25 are eliminated. They are lifetime warranty, so don't lose that receipt like I did. It's an important document when you hyperextend a shock...

Now, as Paul Harvey says, the rest of the story. The rear shocks, while not traveling nearly as much because of the mass of the powerpack, are more important than I realized. The shocks I had on the truck worked, but I noticed one had started to leak. Not really wanting to spend the high dollars on the KYBs for those "unimportant" rear shocks, I started doing some research.

Not all shocks are created equal. The damping ratio in not as important for the rear, but control is. Control is what I got back after installing a set of Gabriel Premium Gas shocks (\$19.95 each at Pep Boys). The Rampside handles fabulous... The Espanola 500 is fun going through the downhill slalom at the speed limit or a little better... It's certainly better than wondering when I might have to use the 7-rebar-Jersey median or the outside guard rail...

I'm not sure the KYBs would be worth the money on the rears, but a good shock is a must. Incidentally, you won't find a good number for the Corvair FC with these gas shocks. Use the number for the front shock on 1962 Corvettes. For those fiscally conscious folks in Vans and 'Briers, I would bet that these shocks would be a great buy and addition to your vehicle.

AUGUST 1996

Tech Tip: Check Those Wheel Studs - Mark Domzalski

You may have read this in the Communique in the past, but I just got a firsthand report on a preventable failure on your pride and joy... (Corvair pride and joy...) It seems that a club member somewhere else had new tires mounted on his FC. The tire shop used the pneumatic impact wrench like we have seen many times in our lives. The only problem was that the torque setting was a little high... Not high enough to strip the wheel studs or lug nuts, but too high... Upon waking the next morning, the member noticed that there was an apparent flat on the new passenger rear wheel. Oh well, the tire may not have

Dale Wilshire Memorial Picnic

21st Annual Picnic & Swap Meet



Dale Wilshire with Joan at the Tebo Collection, December, 2007. Car is a replica of the 1902 Merrye Oldsmobile.

When: Sunday, August 23. Starts at 11:00am rain or shine.

Where: The scenic digs of Larry & Sheryl Schubert, a tad west of Castle Rock, a bit north of Larkspur, at 3541 Bear Canyon Circle in the Christy Ridge neighborhood. PPCC folks are encouraged to participate – it's a great drive up highway 105!

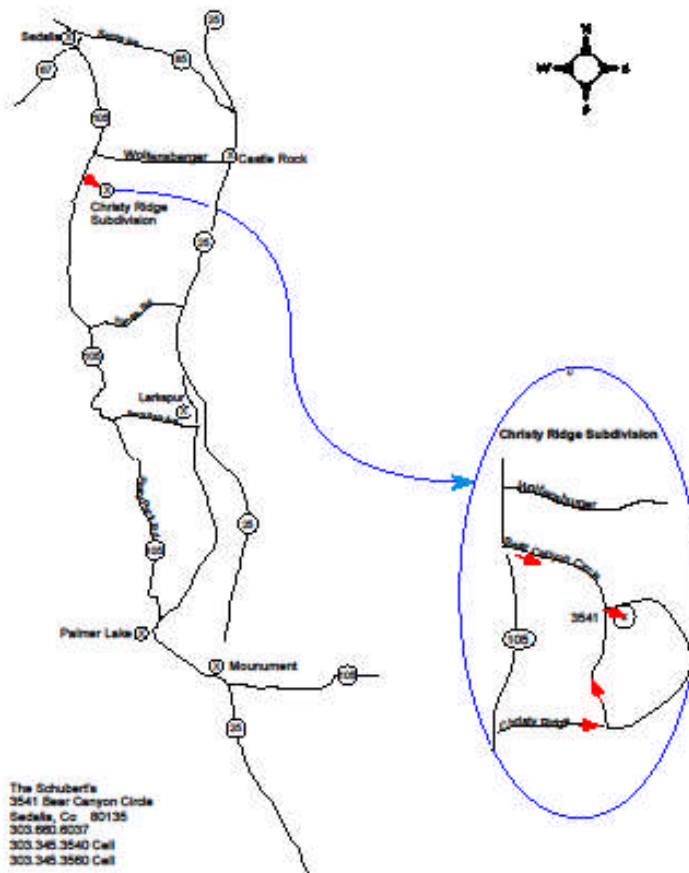
What: Bring surplus new or used Corvair parts to sell or otherwise distribute, and partake of grilled burgers and hot dogs with all the trimmings. There definitely will be soda pop, coffee, and some side dishes. You're encouraged to bring chips, dips, salads or desserts to share, or any "specialty" side dish you choose.

Cost: Free if you drive your Corvair here from Alaska or Hawaii, or \$4 per person/\$12 per family if your drive originates in the Lower 48. **In keeping with last year, cheap disposable plates and standard eating tools will be provided at no extra cost!**

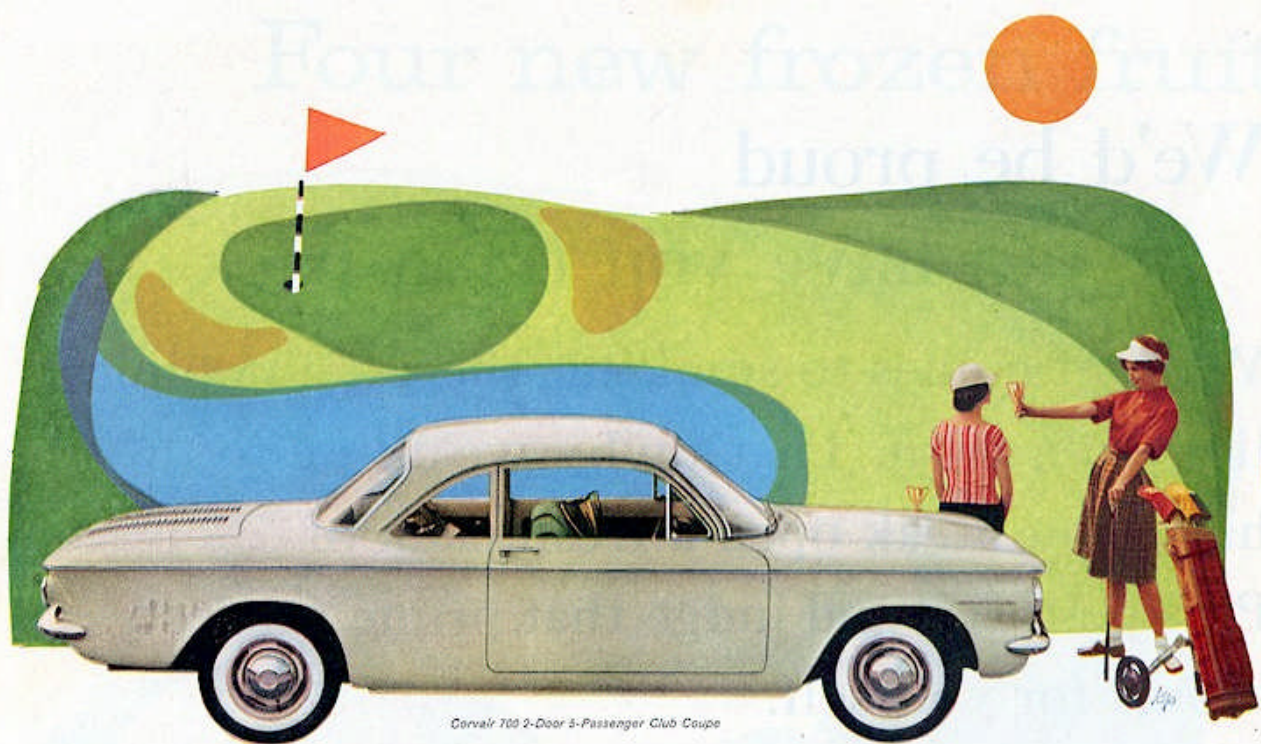
Late News: There will be voting for People's Choice! Larry scored a massive trophy, so be sure to bring your Corvair.

Particulars: It will likely be a hot August day. Rain is possible this year, maybe with a touch of hail just for the sake of variety, but statistically unlikely. Sunscreen is encouraged, as well as lawn chairs and any reasonably portable shade you might have available. Tables and ground tarps are suggested for swappers.

Questions? Call or e-mail Larry Schubert for more details at 303 660-6037, skys@schuberts.com



Denver News - August 2009 - Page 6



Corvair 700 2-Door 3-Passenger Club Coupe

Experts elect Corvair "Car of the Year"... but that just makes it official!

Anybody who's ever driven this rear-engine marvel could tell you why the editors of Motor Trend unanimously named Corvair "Car of the Year." Just, for instance, look at the way it scoots by filling stations. The lower rates you pay in many cases on insurance and license fees. The savings on tires. And all the while you're enjoying a car that handles like a quarter horse and rides soft as eider down. That's enough right there to firmly establish Corvair as "Car of the Year" in anybody's book. And we haven't even mentioned Corvair's low, low initial cost!

A magician on mileage. With a professional at the wheel, Corvair rolled up 27.03 m.p.g. in the Mobil-gas Economy Run. Try it yourself and see what small wonders this one can do with your gas dollars.

Engine's in the rear... where it belongs in a compact car... to give you nimbler handling, greater traction, better 4-wheel braking.

Independent suspension at all 4 wheels. Coil springs at each and every wheel take bumps with independent knee-action for a ride that rivals the costliest cars.

Unipack power team. Wraps engine, transmission and drive gears into one compact package... takes less room, leaves you more.

Fold-down rear seat. Now every Corvair converts into a station sedan with 17.6 cu. ft. of interior storage space behind the front seat.

Choice of automatic or manual transmission. You can have Powerglide® or a smooth-shifting Synchro-Mesh standard transmission. *Optional at extra cost.

Five models. Four-door or two-door in standard or deluxe versions or sleek new Monza Club Coupe.

Trunk's up front. Plenty of luggage space under the hood where it's convenient to get to.

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Corvair 500 4-Door Sedan



For economical transportation

"WALKING" SUSPENSION

One of the most intriguing—and rewarding—features of Chevrolet's revolutionary Corvair is its superbly smooth, supple ride. The reason for it lies in a suspension system unique among U.S.-built compact cars: independent suspension at all four wheels.

Here's how it works: each wheel on a Corvair rests on its own deep coil spring, which absorbs road shocks independently of the other wheels. Say, for example, that you're cruising along a choppy dirt road and your left rear tire suddenly sinks into a rut. In any other U.S. compact car, the *right* rear wheel would react as violently as the left to that jolt—which is only natural, since both rear wheels are locked together on a single axle. But in a Corvair, the wheels are divorced from each other, so you virtually "walk" over the ruts.

This "walking" suspension helps keep your Corvair glued firmly on the pavement for extra traction and control on slippery roads. What's more, those resilient coil springs won't squeak,



which means a quieter ride. And Corvair's independent suspension cushions the car's overall weight for a soft, comfortable way of going.

This 4-wheel independent suspension is, of course, a tremendously important advance in the design of compact cars. A five-minute turn at the wheel will show you just how important. The man to see is your Chevrolet dealer—and there's no better time than now. . . . Chevrolet Division of General Motors, Detroit 2, Michigan.

Technically speaking, Corvair is probably the most fascinating car to come down the U.S. pike in the past 49 years. Here are some of the engineering advances you'll find: an air-cooled "pancake" six engine, mounted in the rear . . . unit construction . . . an amazing unit combining engine and transmission in one compact package.

corvair
BY CHEVROLET

One day a housework-challenged husband decided to wash his Sweatshirt. Seconds after he stepped into the laundry room, he shouted, "What setting do I use on the washing machine?" "It depends," I replied "What does it say on your shirt?" He yelled back, "University of Oklahoma."

A couple is lying in bed. The man says, "I am going to make you the happiest woman in the world." The woman replies, "I'll miss you..." "It's just too hot to wear clothes today," Jack says as he stepped out of the shower, "honey, what do you think the neighbors would think if I mowed the lawn like this?" "Probably that I married you for your money," she replied.



**Norm and Mary
Giesecker**



**Jeannie Koll
Bill Mattics**

Membership Dues Now Due

Due Aug

Ken Brown

Due Sept

Larry Neal

Due Oct

**Garrie Fox
John Glusick
Steve Goodman
Glen Masopust
Bill Mattics
Ernie Pyle**

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Pikes Peak Corvair Club Minutes of Meeting July 12, 2009

- Steve opened the meeting by thanking Chris and Jennifer Klapp for finding the location for last month's picnic and thanked all the others who helped make it such a great outing.
- John Koll reports the club is solvent with about \$1600 in the treasury.
- Darren Darnell reports there were no checks this month.
- Paul Campbell will be ordering name-tags for anyone interested. Call or e-mail him with your orders. The cost is \$4 each.
- Jim and Pat Wood proposed via e-mail that Betty Jo Benzel be nominated an honorary lifetime member and charged no dues. John Glusick seconded and the motion was carried unanimously.
- RMC will be holding their picnic August 23rd in the Larkspur area. Eric Schakel will provide a map and details in the Dripline.
- We agreed to continue the tradition of the Fall Tour. Details to be arranged.
- Eric Schakel will be at the Corsa Convention in Jacksonville, Florida to bid for the 2011 convention for RMC. Possible locations are the DoubleTree/Tech Center or the Crown Plaza/Airport. He will be asking for our help if they get the bid.
- Kermit Shields updated information on the 2010 Tri State. We'll be staying at the Quality Inn where a hot breakfast will be provided and dining at the Abbey Event Center. Welcome bags will be provided by the Canon City Chamber of Commerce.

**PLEASE NOTE OUR NEW MEETING
LOCATION AND TIME:
GOLDEN CORRAL
Woodmen, west of Powers,
Sunday August 9:30 am.**



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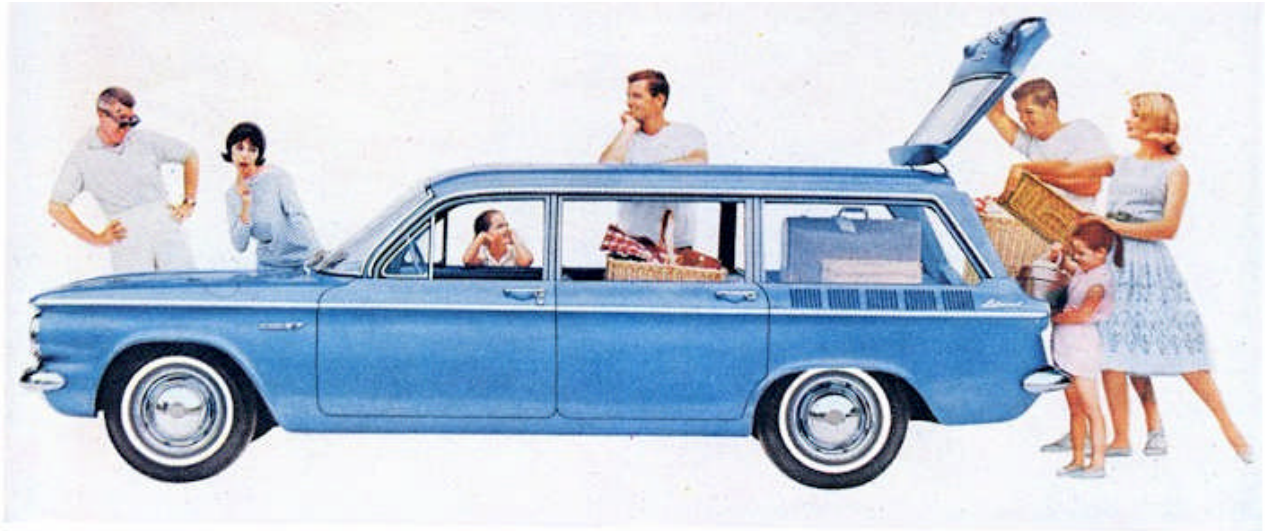
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A Publication of:



Volume 33, Number 11

Pikes Peak Corvair Club

Meeting

Sunday, September 13

NEW TIME!! 9:30 AM

Golden Corral

5410 E. Woodmen Rd.

September 2009

Chapter 809 of:



Page 1

Pikes Peak Corvair Club 2009 Officers

President	Steve Goodman	303-278-4889	Rearengine.steve@worldnet.att.net
Vice President	Jon Anderson	719 572 6747	Jbanderson65@hotmail.com
Secretary	Pat Campbell	719 633-8708	pdtcamp@yahoo.com
Treasurer	John Koll	719 593 1928	jkkoll@aol.com
Membership	Darren Darnell	719--352-6141	ddcolorado@aol.com
Drip Line Editor	Paul Campbell	719 633-8708	pdtcamp@yahoo.com

PPCC MAIL LIST

CORSA set up PPCC with a mail list. To subscribe, send an e-mail to Garrie Fox gfox80915@yahoo.com telling me you would like to subscribe and I will add you to the list.

Same goes if you want to unsubscribe.

This mail list is like a small version of the VV's. You send a message to **ppcc-list@corvair.org** and it sends the message to everyone subscribed. The list is setup to block all attachments and convert all formatted text (HTML) to plain text to greatly reduce the chances of transmitting a virus.

This list is intended to improve communication within PPCC. It will mostly be used to let us know about meetings, brunches and car shows, cars and parts for sale

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President's Notes

By Steve Goodman

Hello fellow PPCC members: Thank you all for attending the August meeting, the attendance count was down a bit but still a decent showing for our new host restaurant.

PPCC members made a great showing at the Dale Wilshire Memorial Picnic/ Swap Meet on August 23. The weather was plenty warm but the location was great and the food was terrific. Twenty one Corvairs in about as many colors decorated the yard in front of the Shuberts home and 49 RMC and PPCC members took turns seeking shade and then sun to look at the cars and the parts for sale. Thanks go to Larry and Sheryl Shubert for hosting the day and I want to say thanks to the PPCC members who drove up, every one of us in a Corvair ,too.

Paul Campbell walked into the picnic carrying the new name badges, I think they look very nice and even RMC members were a bit envious I think. Paul handed mine to me and I immediately put it onto my shirt so all could see it. I have the remainder of those ordered and will bring them to the September meeting. Pauls' instructions are to pay treasurer John Koll \$4.00 each. Thank you Paul for getting the name badges finished, it involved some leg work but Paul didn't complain a bit although he and Pat are having to take a vacation now that it is finished. Thanks again Paul.

PPCC members interested in doing the art work for the T-shirts for next years TRI-STATE should contact Kermit Shields. Possibly Kermit will have some new info at the September meeting. Kermit and Paul Campbell are working hard to have the best Tri-State ever, let's all pitch in when they ask for help.

Don't forget that PPCC members are connected by the internet, a CORSA sponsored reflex site will allow all of us who are subscribers to post to the rest of the group. Spam is virtually eliminated and it serves well for announcements and requests for parts etc. If you want to be a part of it please contact Garrie Fox at the meeting or email: gfox80915@yahoo.com

I am still working on a date for the fall tour, please be patient and it will happen.

I hope that everyone is having a great summer and that it never ends (but it will darn it), see you all at the September 13 meeting at the Golden Corral at 0930hrs. Parking along the edge like we started doing is great too, everyone coming into the restaurant can view the cars and the Corral management knows there is an attraction in the parking lot. Thanks for driving your Corvair and have a safe and enjoyable Labor Day.

"The bomb will never go off. I speak as an expert in explosives."

- - Admiral William Leahy, US Atomic Bomb Project

The Power Glide

by Norm Helmkey

Reprinted from Corvairatlons, February 2009, newsletter of CORSA Ontario (Canada)

This is an edited version of an article I wrote in the Canadian Old Autos newspaper in March 1993 called "Bulletproof Power Glide." Many of the facts and figures come from the Corvair SAE paper titled: Corvair Automatic Transaxle by F.J. VVinchell. A must read for the Corvair enthusiast.

A remarkable fact about the Corvair Power Glide, is how trouble free it is. From a restorer's point of view, the Power Glide is the easiest automatic to service. Also, the drag racers also think it's a darn good transmission. JW Performance Transmissions have made a big business of supplying Power Glide transmissions and parts for both street and strip cars that can handle upto 1,200h.p.

Today, most Corvair owners (who treat their cars as rare collectibles) would never think of shifting from forward to reverse at full throttle, which happened to be one of the design criterions for the automatic transmission on which we still depend. Dual master cylinder brake systems and handbrake aside, a Power Glide equipped Corvair has a safety brake system not realized by many.

It is a comfort to know, that in an emergency, IF ALL ELSE FAILS (with the brakes, that is), it is possible to bring a 2,500 pound Corvair to a stop by shifting from forward to reverse, without damaging the Power Glide.

A great story was told by Larry Knipe, Ultra Van Manager, back in the sixties. An 80 year old man spent the mandatory two days, learning everything about the Ultra Van before driving away with his new coach. Six miles from Hutchinson (where they were made), he was so happy with the way his Ultra was running in "D"rive, he shifted to shift to "R"acing to go faster. The vehicle came to a screeching halt. The Power Glide was undamaged, but the Ultra training course was immediately altered to include reversing. For those interested in how this remarkable transmission came about, very informative reading can be found in the SAE paper mentioned above. The Corvair Power Glide has a very pedigreed heritage. When the Corvair was introduced in 1959, the Power Glide had been in continuous design improvement since 1954, about 7 million had been made. In 1959, GM statisticians calculated Power Glides had been run over

200,035 billion consumer miles! With this many miles behind it, when the first Corvair was delivered to the public, engineers at GM were confident the transmission could take almost any customer abuse, since Corvair gear stresses were only 60% of a full size Chevrolet V-8. It came as a big surprise when failures appeared in early Corvairs.

A few drivers, trying to show off the new Corvair, by power shifting at full throttle. Occasionally (since there is no reverse lock-out) shifts were made from forward to reverse, putting horrific strains on the drive line. GM immediately set new standards for a redesigned Power Glide. To insure adequate "abuse" capacity, the "new" Corvair Power Glide would have to survive shifting from low to reverse with a wide open throttle, no less than one hundred times on dry pavement.

Surprisingly, even when the changes were made, no reverse lockout was provided to prevent going from forward to reverse at any speed. Some of the changes involved better air cooling around the converter which was based on high temperature tests encountered in heavy city traffic, turnpike cruising, desert driving and climbing Pikes Peak.

The "worst case" scenario had to cope with many variables, such as how much energy was delivered to the clutches, fade characteristics of the clutch material, pump delivery, clutch plate temperatures, and last but by no means least, the engine speed at which a driver might shift from forward to reverse.

The final point of this article, is to make sure all Corvair drivers with automatic transmissions, know they always have a "Brake of Last Resort,".. in panic mode; just move the shift lever to "R"acing.

A Great Day For A Picnic!

Thanks Rocky Mountain Corsa And
Larry and Sheryl Schubert



The Winnah!! George Evans of CNM



Rebuilding and Modifying Carbs

By Larry Forman, Classic Corvairs of River City, CA

1. Most Corvair carbs have casting surface roughness and ridges in the air throat areas that can easily be sanded smooth and then polished to improve airflow. This really helps considering the small one-inch diameter carb throat. The venturie arms can be filed smooth to make them a little more aerodynamic for airflow. Do everything you can to make the carb airflow more streamlined.

2. Add a stronger accelerator pump return spring, as suggested by Bob Coffin. These are available from any hardware store and just need to be cut to length. The key is to get slightly heavier wire size for the spring. This will make each carb shut off by itself in case there is linkage failure. This is a good safety improvement.

3. Add O-rings to seal the throttle shafts. While some people feel that just replacing the throttle shafts with new replacements will fix the problem, it does not stop what caused the problem in the first place. The vacuum in the butterfly area tends to suck dirt into the throttle shafts. The life of the throttle shafts will be improved by installing O-rings. It is not necessary to counter-bore for the O-rings, but many people do. You could sand the O-ring mating area of the carb smooth and that should work OK.

4. I add O-rings around the accelerator pump actuation rod where it enters the carb. This does require counter-boring for the O-ring. While this may not be necessary, I just do it anyway.

5. The November 2000 Corsa Communique has an excellent article on improving the accelerator pump operation. This change adds an extra hole about 1/2 inch from the original location of the accelerator pump actuation arm and changes the alignment to provide a filler pump shot. This makes a dramatic improvement in the operation of the accelerator pump squirt. I have even gone down a size or more for the main jets after making this modification. Combine this with slightly larger squirt-hole openings for maximum benefit.

6. If the carb top mounting screw threads are worn excessively, you can JB Weld with studs and eliminate the problem by using washers and nuts on the studs. This is not stock looking, but I have heard that it works well.

7. David Herrin at The Source sells "ball and

socket" fuel inlet shutoff valves to replace the stock float actuated valve. This valve is SOLD) and has two or three balls within it to provide a much improved fuel level. It has the correct height that some others don't. I have noticed that my Greenbrier seems to start better with these installed especially when the van sits for several days. This may have to do with the larger inlet diameter at 0.093 so the carb fills faster than stock. They have a much smaller distance from closed to fill open than the standard valves, so they are better all around and can maintain a higher float level during operation. The float adjustments need to be checked after switching to these.

8. David Herrin also sells carb inlet fuel filters, P/N GF455C Cleanable bowl filters, which are plastic mesh filters in a plastic cage. These have better flow characteristics and are cleanable. You can see when these need cleaning, since the white plastic becomes discolored. You can also enlarge the passage from the inlet bowl to needle seat boss for more flow.

9. You can add in the carb top cover a 1/8-inch NPT pipe cap with a small square end above the mainjets and provide a simple way to change mainjets without having to remove the top of the carburetor and with the carb still on the engine. You will need to cut a hole in the top carb gasket and use a Snap-On split blade screw-holding screwdriver to remove the jet and reinstall the new one. You need a steady hand and a good slot in the jet for this to work. You might consider modifying the Snap-On screw-holding screwdriver to be slightly thicker and wider for this to work better. This is a very quick way to change jets.

I would recommend these approaches combined with the ball and socket, large inlet diameter, needle seat assy and see if any cornering cutout problems go away prior to considering relocating jets. This also holds true for considering carb rotators, although the carb rotator cross-shaft bearings are far superior to stock or even Lon's cross-shaft bearing kit.

10. Choke pull-off vacuum hose tubes can be added to the 140 secondaries for carburetor tuning and balance adjustment checks. These will be capped for normal operation.

Continued on page 7.

Carbs from Page 6

II. Ken Schriffiner wrote an excellent article in the Corsa Communique about using the Dwyer Magnahelic zero-center vacuum gauge for balancing carbs and synchronizing the linkage adjustments. You can even temporarily mount one of these gauges in the passenger compartment with long vacuum lines and monitor carburetor balance while driving.

12. Secondaries for 140 engines can have the accelerator pump boots installed and then they will have an extra. pump shot when the secondaries kick in.

13. Install the cross-shaft bearing kit that Corvair

Underground sells to remove slop in the cross-shafts.

14. VW performance shops (Bugformance) sell heim-joint carb linkages and so does Clark's, which might be less expensive. Note that the VW ones are metric. Also, since these are straight arms and the bail and sockets move the actuation arm distance, they may need some modifications to the connecting linkage to work properly I like these since they remove all the linkage slop when combined with the cross-shaft bearing kits. The down side is that you cannot easily disconnect the linkage when doing linkage adjustments. Check carefully throughout the full accelerator movement range that these do not interfere with either the carb body or air cleaner. For any modifications, double check for any interference after you reinstall the air cleaners.

Another Blonde Joke

SECOND DEGREE Two blondes are walking down the street. One notices a compact on the sidewalk and leans down to pick it up. She opens it, looks in the mirror and says, "Hmm, this person looks familiar." The second blonde says, "Here, let me see!" So the first blonde hands her the compact. The second one looks in the mirror and says, "You dummy, it's me!"

Secretary's Report Pikes Peak Corvair Club Meeting Sunday, August 9, 2009

- Minutes from last meeting accepted as printed.
- John Koll reports approximately \$1700. in treasury.
- Steve Goodman is working on the Fall Tour. Date to be arranged.
- December meeting/Christmas Party will be at the Officer's Club at the AFA 12/13/09.
- Chris Woodard reports he has updated club website with meeting information and map to Golden Corral. He has also added Dripline issues through July '09.
- Pat and Garrie Fox will update member listing.
- RMC has a new website: Rockymountaincorsa.com
- Kermit Shields reports we are on target for the '10 Tri-State. The theme is Corvair's
- 50th Anniversary. Jeannie Koll and Dee Glusick will look into T-shirts. Any design help would be appreciated.
- Next meeting is 9/13/09.
- Meeting adjourned.



**Ken and Judy
Brown
Pat and Paul
Campbell**

Both couples married 9/22/63!



**Jamie Anderson
Paul Campbell
Pat Campbell
John Glusick
Jennifer Wiltrout
Michael Wiltrout**

A married couple were asleep when the phone rang at 2 in the morning. The very blonde wife picked up the phone, listened a moment and said "How should I know, that's 200 miles from here!" and hung up. The husband said, "Who was that?" The wife answered, "I don't know, some woman wanting to know if the coast is clear."

**Membership
Dues Now Due**

Due Sept

Larry Neal

Due Oct

Garrie Fox
John Glusick
Steve Goodman
Glen Masopust
Bill Mattics
Ernie Pyle

Due Nov

Norm Gieseke
Chris Klapp
John Neal
Mike Wiltrout

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Determining Tire Age

Thanks, Charley Biddle, Airhorn
Matteson, Illinois

After receiving Larry Claypool's article on the availability of tires for the Corvair, I asked him about the shelf-life of tires currently in the stores. His response is here, followed by an edited version of a tech article from the Tire Rack Internet site.

Chas,

Perhaps to go along with my article is this one at the tire rack site:

www.tirerack.com/tires/tiretech/techpage.jsp?techid=11

While nobody in the tire industry has gone on record to say tires are good for X years, everybody agrees that if your tires are 10 years old, it's time to replace them. Of course if cracks in the tread or sidewall are visible, it's time to replace them regardless of how old they are. Obviously operating conditions and the environment the tires are subject to affect their useful life span.

The biggest problem is the rubber gets hard (even when no cracks are apparent), and traction decreases. This is a gradual deterioration so like a shifter that is getting worn, you don't notice how bad it is until you drive with one that is fresh. The tire issue is especially a problem in the rain—old tires have poor grip and slide easily.

—lc

Determining the Age of a Tire

When it comes to determining the age of a tire, it is easy to identify when a tire was manufactured by reading its Tire Identification Code (serial number). Unlike vehicle identification numbers (VINs) and the serial numbers used on many other consumer goods (which identify one specific item), Tire Identification Codes are really batch codes that identify which week and year the tire was produced.

The U.S. Department of Transportation (DOT) National Highway Traffic Safety Administration (NHTSA) requires that Tire Identification Code be a combination of eleven or twelve letters and numbers that identify the manufacturing location, tire size, manufacturer's code, and week and year the tire was manufactured.

Tires Manufactured Since 2000

Today, the week and year the tire was manufactured is contained in the last four digits of the serial number, with the 2 digits used to identify the week a tire was manufactured immediately preceding the 2 digits used to identify the year.

Examples of tires manufactured since 2000 with this Tire Identification Code format:

XXXXXXXX 0600

06 - Manufactured during the 06th week of the year

00 - Manufactured during 2000

And:

XXXXXXXX 0604



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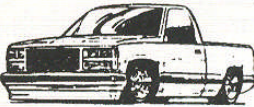
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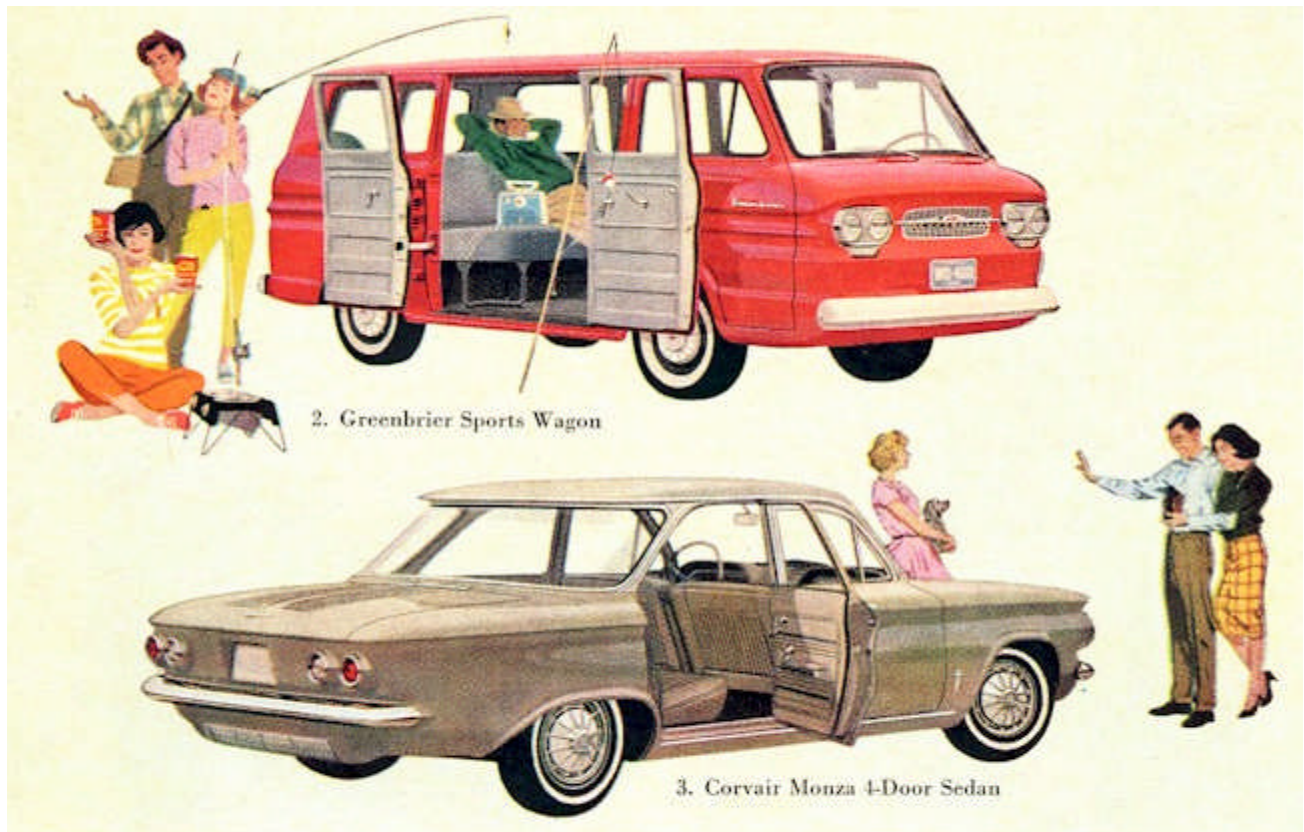
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NEW TIME!! 9:30 AM

Golden Corral

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October 2009

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Treasurer	John Koll	719 593 1928	jkkoll@aol.com
Membership	Darren Darnell	719--352-6141	ddcolorado@aol.com
Drip Line Editor	Paul Campbell	719 633-8708	pdtcamp@yahoo.com

PPCC MAIL LIST

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Same goes if you want to unsubscribe.

This mail list is like a small version of the VV's. You send a message to **ppcc-list@corvair.org** and it sends the message to everyone subscribed. The list is setup to block all attachments and convert all formatted text (HTML) to plain text to greatly reduce the chances of transmitting a virus.

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President's Notes

By Steve Goodman

Hello fellow PPCC members: I hope the early fall hasn't taken any of us by surprise. I frankly was a bit disappointed to see summer fade so quickly last week but luckily it has warmed back up again. (for a while)

PPCC members Jon and Debbie Anderson, Garrie and Patricia Fox and Warren Earhman and Kermit Shields all drove from Colorado Springs to Buena Vista last Sunday for the fall drive with RMC. Oops, better count me too although I drove from Denver. RMC had 11 members present for a total of 18. The fall color was actually pretty nice in places although for some reason the leaves had a greenish tinge to the yellow in a couple of spots. The yellow on top of Kenosha Pass was great but it is a favorite spot for folks to stop and parking as well as getting back onto the highway is difficult. I believe the only difficulty was the highway department decided to pave the stretch along Johnson Village. I was hoping for a few more cars and members but it seems there is always a lot going on. Thank you to the members who did make the drive.

I will bring the name tags along to the meeting again, several picked theirs up last month but the attendance was a bit small. I hope more members show up this month. The cost of the name tag is \$4.00 each and John Koll collects the money. Thanks Paul for getting the

name tags finished, they look great.

There was some talk last month about another visit to Rambler Ranch. At the same time RMC brought up the Rambler Ranch too. I think a combined tour in the early spring would be great for both clubs, we can talk about it at the October meeting.

Remember we have election time drawing near. If anyone would like to be an officer in PPCC just raise your hand. I hope to see you all on October 11 at 0930 hrs at the Golden Corral. Drive your Corvair, the string of cars we have parked in the lot makes for interesting viewing by the other customers.

Tech Tip

The following article, written by Larry Carpool, was originally published in the December, 1977, issue of the Airhorn. I'm reprinting it now because it looks like a great way to improve my Corvair and I can't imagine it wouldn't work just as well for early Sedan owners.

Here's one for '62-'64 coupe owners. If you've ever had the cardboard behind the rear seat out, you know there's several cubic feet of idle space. If you want to keep stock appearance, fill in the area with some sound deadening insulation, such as the jute padding used under carpets. The cardboard can be replaced with no one the wiser except when you drive the car-the reduction in noise transfer from the drive train is incredible.

If you don't care about stock appearance, the area can be made into a useful parcel shelf by removing the cardboard, then covering the exposed metal shelf with a suitable material. Carpeting is easy to work with, and gives a nice look. 1961 Corvairs had the cardboard shaped to provide a shelf, but why this feature was discontinued, I don't know. Too many elaborate bends and folds in the cardboard, perhaps. At any rate, either of these two modifications are both easy and gratifying.

A Beautiful Day For A Fall Drive



6 hearty souls left 21st and Cimarron at 11am Sunday



Garrie and Patricia Fox joined our entourage
in Florissant



The Campbells made it to Wilkerson Pass and then had
to turn back for a 3:30 meeting in Colorado Springs.



Eight Pikes Peak Corvair Club members pause to
take in the beauty at Wilkerson Pass



In the Amazing Rocky Mountains



A Small, But Enthusiastic group from both Pikes Peak Corvair Club and Rocky Mountain Corsa enjoys lunch and friendship in Buena Vista



Carefree Travel In Your Corvair

Pat and I are going to Wichita to see my sister and her family. Since I've always wanted to take the Corvair on a longer Road Trip and since Great Plains Corvair Club is having their annual Car Show in Wichita on Saturday, October 2nd (50 years to the day after the introduction of the first Corvair), we thought this was the perfect time. So, I contacted our respected expert Steve Goodman to find out what I should pack to make our trip more carefree. I'm saving his advice and wanted to share it with all of you..

Paul Campbell

Hello Paul: I carry LOTS MORE than what you list but I end up being expected to fix any of the cars around me whenever I stop. I don't mind having that responsibility, it is just the way it works. You are probably as well equipped as you can be, actually you shouldn't have any issues with your car, it has run well in the past.

I always inspect the wheel bearings/fluid levels in the trans/diff and change oil/filter if not recently done. I also grease the front suspension and inspect for poor shocks and worn steering linkage. I look over the underside for rubber hose decay in the fuel lines front and rear and generally inspect the visible wiring and just a general look over. I look at the engine top/bottom for any oil leaks or missing fasteners. I also check all of the lights. I look closely at the four tires on the ground, check air pressure and also the spare tire. I look closely at the windshield wiper blades and top off the fluid in the washer. I check the master cylinder for fluid and while under the car inspect for brake fluid leaks. I start up the engine and listen to the fan bearing/idler pulley bearing and alternator bearings as well as watch the belt travel and in general look over the engine to ensure no fuel leaks or bolts and other fasteners that are coming loose. I carry a quart of oil too.

I carry a flash light and also a 12V trouble light that plugs into the cig lighter. Obviously cell phone usage has gotten folks away from fears of being trapped on a country road at night although most drive in the daylight hours. I tend to drive all night long and through the daytime hours too.

The above is considered MY ADVICE TO YOU- below is what I carry.....you may see something on the list below that you consider a needy item, maybe not, choice is yours.

I carry an idler pulley, oil pressure switch (and

the socket to replace it) light bulbs, fuses, a length of 5/16" fuel hose and several clamps, a roll of wire and also a jumper wire with clips on the ends, and a roll of electrical tape, a circuit tester and a 1/2" drive torque wrench as well as 1/4"--3/8"--1/2" drive socket sets and various extensions plus a set of combination wrenches and an assortment of screwdrivers and pliers/ wire cutters/needle nose etc. I also have a spark plug socket, the above mentioned oil pressure switch socket, allen hex wrench set, numerous shop towels and a can of spray brake cleaner. Of course a jack and tire lug nut wrench (X wrench) and also a couple of small 2/4 blocks in case the ground is soft. Actually Paul I carry more tools than above including metric sockets and wrenches, I am only trying to think of the essential tools that I carry for the Corvair. As I said above, you won't need most of what I carry and I think you are probably fairly well off with your list, I seem to never really need most of what I carry, it just seems to feel good if I am lugging around all of these parts and tools; you asked me what I carry and so I have given you a partial list.

We have some time before you leave, if you have questions about the above please post me. Most of these cars that are pretty well maintained will run the distance to Wichita and back with no problems. I do the above 'look over' before heading to places like Taos this spring or to Palm Springs next month. If I were going to Wichita I would do the same, it takes little time to check over the car, most is done simply with your eyes. I usually inspect my cars every couple of months or so anyway since I am constantly going to the Springs or into the mountains or to one of the tracks. I think nothing about jumping into any of the cars and driving to the western slope or other directions, several hundred miles in a single day on a Sunday, I feel pretty comfortable since I have checked the car recently.

Minutes

Pikes Peak Corvair Club

Meeting of

Sunday, September 13, 2009

Steve closed the doors and opened the meeting.

We approved the minutes from the last meeting without hearing them. John wasn't there but all agreed that the club is usually solvent.

Steve talked about the Sedalia activities, what a great host for the event, and mentioned that the location was an ideal place.

The activities since the first of 2009 in planning the 2010 Tri-State Corvair Meet by Paul and Kermit were reviewed. The designs for the T-Shirts and the Cake will be considered soon. The website for anyone ordering the Corvair Anthology and the Corvair Ads CD's is

www.htsoftware.com

Steve distributed club name tags, and encouraged everyone to drive to Buena Vista for the luncheon at Jan's and joining members from Denver. Gary Fox will announce where to meet and call Steve with the number in attendance.

Steve is going to Palm Springs for the Great Western Fan Belt Toss & Swap Meet October 23 – 25 sponsored by the Inland Empire Corvair Club.

It was mentioned that Pat and Paul

Campbell have plans to attend the Great Plains Corvair Roundup in Wichita, KS on October 2-4 hosted by the Mid-Continent Corvair Association.

Steve asked for those with an interest in being an officer in the club raise their hand (no hands). Steve also said that CORSA has been getting some criticism and that anyone with suggestions for changes should send them to headquarters. (Virtual Vairs has had a few individuals that couldn't see any reason to join the national organization, but all others were enthusiastic about CORSA - Kermit) Paul Campbell received appreciation for the excellent job in publishing the Dripline each month.

Steve promised the manager at the Golden Corral that we would meet in October and November. He asked if everyone was happy with the Golden Corral, someone expressed an interest in going back to the previous restaurant, the Country Kitchen.

A Mystery Gift from Patricia Fox was presented to Kelly who expressed his thanks. Then the meeting was adjourned.

Stalling After Warm-up?

- Check filter screen & pickup

From: Doug Barneck on Virtual Vairs
Doug.Barneck@tigta.treas.gov

One thing I haven't seen mentioned is a problem I had on two of my cars. The symptoms were that the engine ran great in the driveway but when taken out on the road it would die when you went a short distance or got above 40 mph. For both vehicles, the fuel pickup tube and



**Jon Anderson
Erica Anderson
Bev Mattics
Ken Brown
Jennifer Wiltrout
Michael Wiltrout**

the screen in the gas tank was mostly clogged. The engine would run great at idle or revving it in the driveway but when moving and more fuel was needed, the passage was restricted to the point that it would essentially run out of gas. The greater demand for fuel and the movement would churn up the bottom of the gas tank. I replaced the pickup screens and cleaned all kinds of crud out of the metal pickup tube and all was well. Never had another problem. If the electronic fixes don't seem to help, it may be worth a try and fairly inexpensive.

Membership Dues Now Due

Due Oct

**John Glusick
Bill Mattics
Ernie Pyle**

Due Nov

**Norm Giesecker
Chris Klapp
John Neal
Mike Wiltrout**

Due Dec

**EJ Obermeyer
Laura Wilshire
Teresa Phillips
Michelle Broyer**

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Any questions, please contact
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No Pinging

By Ed Corson and Joe Potts on VV

Ed Corson suggested an easy trick for tightening up the holdback spring in my vacuum advance to retard the advance (no, that's NOT exactly a double negative). For those not having the original post (of last week), he said check the vacuum at which the arm begins to pull in, saying I'd likely find 4 to 5 in Hg. I attached my MityVac (fine tool, that), and sure enough, it was less than 6.

He said it should be 9 to 10 in of Hg, and that I could make it that if I carefully pounded in the metal surface around the nipple with a 5/8" deep socket. I did this, rechecking with the MityVac between pounds. In a few minutes, I had my 9 to 10. Put it back on the car. Runs GREAT - NO PINGING! The pinging in many of our cars, I suspect, is weakening of the pull-back spring in the advance. Could I now switch to mid-grade gas? I'm not even GOING there - I don't drive my Corsa THAT much, and I like it to perform as near perfectly as a 35-year-old car can, so I'm sticking with Amoco Premium.

And NO PINGING! Thanks, Ed. That piece of advice was a real gem!

ROMANCE

An older couple were lying in bed one night. The husband was falling asleep but the wife was in a romantic mood and wanted to talk. She said: "You used to hold my hand when we were courting."

Wearily he reached across, held her hand for a second and tried to get back to sleep.

A few moments later she said: "Then you used to kiss me."

Mildly irritated, he reached across, gave her a peck on the cheek and settled down to sleep.

Thirty seconds later she said: "Then you used to bite my neck."

Angrily, he threw back the bed clothes and got out of bed.

"Where are you going?" she asked.

"To get my teeth!"



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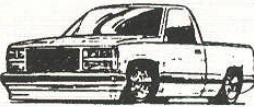
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Missouri,
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Held in Wichita,
October 2009



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Pikes Peak Corvair Club

Chapter 809 of:



Volume 34, Number 1

Meeting
Sunday, November 8, 9:30
Golden Corral
5410 E. Woodmen Rd.

December 2009



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Same goes if you want to unsubscribe.

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President's Notes

By Steve
Goodman

Hello fellow PPCC members: Everything seems to be running late this month. Please do not blame Editor Paul Campbell for the delay, it is my doing (or maybe undoing). I started out a couple of weeks ago trying to find a date at the FALCON CLUB for our Christmas Party, left lots of messages but no one returned a phone call. Same with email, so we are without a date until I hear from someone. Everyone will be contacted, either by email or snail mail of the date.

Last month the meeting kinda fizzled. I left Denver like always and even though I found some icy roads I didn't think the driving was that bad and in fact got to the Golden Corral at my normal time. However the parking lot was almost empty. John and Jeannie Koll were inside and the only others attending were Larry Neal and Darren Darnell. I discovered after I got there that the city police advised everyone to stay home. The five of us had a nice visit in spite of things and I don't believe that any of us had any issues going home afterward, at least I drove along like I always do.

The issue of starting times continues to surface. I posted earlier in the month that probably the easiest way to fix it is to call the start time for getting there and going through the food line is 0930-1000hrs. That way if someone is running a bit late it won't matter. We have had instances in the past where some-

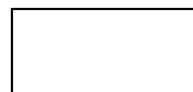
one showed up late, I don't recall that it disrupted the meeting at all. In fact all of us kinda wander in anyway, it isn't like we are all together in the line. The staff at the Golden Corral are wanting the room vacated by about 1045hrs so it can be cleaned up and readied for the lunch crowd. If I don't talk as long we can make this work.

I might add that several have asked about going back to the Country Buffet. I would agree in a heartbeat but the problem lies with the Country Buffet. After their remodel, they made the meeting room larger and now have a minimum set on using it. We would never have 50 people at the meeting and of course PPCC doesn't have the treasury to pay the difference. Now we have reserved the Golden Corral only through the month of November because the Christmas party is the December meeting. If someone wants to find another location I don't see any reason to object although I think we need to do something with the staff at the Golden Corral too, we may be stuck using them for the 2010 year. If anyone has ideas let them be known.

When the Golden Corral was picked I didn't think there were be any problems with driving there from anywhere in C/Springs but I understand it is out of the way for some. That is unfortunate too, it would be nice to have a location that was central to everyone.

RMC fights the same problem, the meeting is in Englewood which is in the southern suburbs and the folks who live up north have a bit of a drive on a Friday night during rush hour.

Continued on page 4



Continued from page 3

However members like the Wilshires/Ribletts/Olwines all drive from Loveland/Ft. Collins and even those who just live in Northglenn have a tough drive through traffic. In fact I would rather drive to C/Springs on a Sunday morning than drive to Burt Chevrolet on a Friday night.

I hope everyone weathered the snow last week, my Corvair drove through it every day. See you all on Sunday November 8 between 0930-1000hrs. Thank you all for your support of the Pikes Peak Corvair Club.



Steve Goodman



**Bud and Pon
Edwards**

What Kind Of Oil FILTER Do You Use?

The last time I asked our readers what type of oil they use, it stirred up a discussion from all over the United States and lasted for months.

Well, I always say there's nothing like a good, healthy debate so this month I'm asking what kind of oil FILTERS you use. I'm not asking just about the filters you use in your Corvair, I'd like to know what kind you use in your other cars as well.

I'll start the discussion by stating that the Internet says that Fram filters are not very good. In fact, I found so many sources that said the Fram was about the worst on the market that I decided I wasn't going to buy Fram anymore. I found several sites that said even Wal-Mart filters were better than Fram. Give me your opinion on the best REASONABLY PRICED filters on the market. I'll publish results next month.

Fly Swatters and Cell Phones

A woman walked into the kitchen to find her Husband standing around with a fly swatter.

"What are you doing?" She asked.

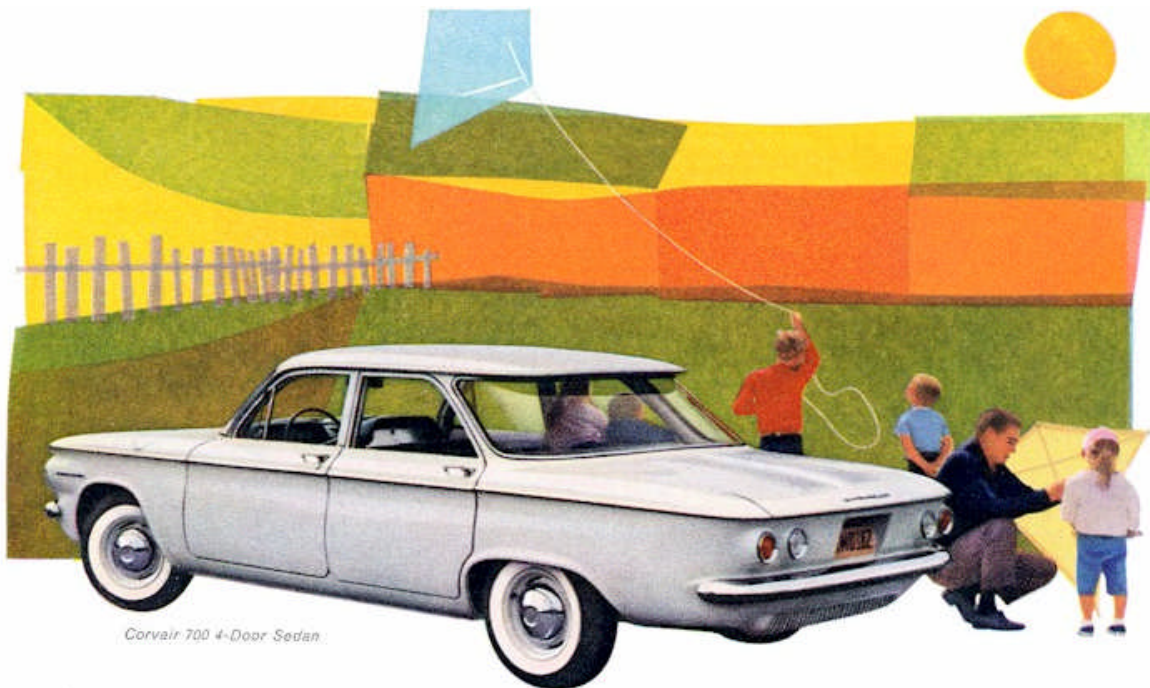
"Hunting Flies" He responded.

"Oh. ! Killing any?" She asked.

"Yep, 3 males, 2 Females," he replied.

Intrigued, she asked."How can you tell them apart?"

He responded,"3 were on a beer can,



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Corvair 700 5-Passenger Club Coupe

Walter Hundertmark's Corvair Lives Again

Thanks to John Koll



After Walter Hundertmark's death a few years ago, John Koll "inherited" a Corvair Rampside from Walter's sister. It wasn't much to look at when he got it, but "Baby, Look at it Now!" We can all look forward to seeing it at one of the PPCC meetings. Here's the story in John's own words.

It is not a factory double Rampside (there were some as I understand it). Walter had it made into a double Rampside.

I don't know any history of the truck before Walter got it. I am trying to make it look like it was when Walter had it in its glory days.

For some reason Walter had not done anything with the truck for years. It had gotten hit in the rear and had some

body damage. He was also looking for a "truck" engine for it. For some reason he had taken most removable parts off of it and then left it. It sat for several years. Maybe he got discouraged.

I helped Walter's sister close up his affairs and she gave me the truck - no engine, body damage and many parts taken off.

I have installed a truck engine and had the serious body damage repaired. I am getting most of the accessories reinstalled and am trying to get back to the way Walter had it.

I have minor adjustments to make and some body work to do on it, but I do have it running and "on the road again"

**We can't wait to see it
"in the flesh"!!.**

Winterizing and Winter Driving Tips

By Steve Goodman

There aren't as many of us die-hard Corvair drivers as there were in the early years of PPCC. Back then there were many Corvairs on the road and the cars were used every day, summer and winter. Winter time included not only cold starts and clearing snow and ice from the glass but also ice racing on the frozen lakes. There were many tricks we learned to help get us through the cold winter months. Since I have written "normal checklists" year after year, I am going to dispense with them this time around. You're getting the scoop. So here's How to "Winterize" Your Corvair.

Suffice it to say that heater hoses/ thermostats/engine sheet metal/heater motor and fan cage and control cables need to be in perfect shape.

ALSO suffice it to say that the engine needs to be in top tune and oil/filter and air filter changed for cold weather. Battery and cables should be in perfect condition.

ALSO the suspension of the car needs to be in top condition, shocks/brakes/ suspension rubber and tires are all to be checked and made perfect.

ALSO don't forget wiper blades/washer pump action as well as aim, and quality of your headlights (quartz or halogen)and other lights and signals.

ALSO, let's see now, the only thing left is some winter survival gear: Flashlight/ gloves/jack and lug wrench and spare tire, and chocolate chip cookies. Ok, let's loo at some tricks or tips...

Winter Driving Hints

Cold car in the morning with snow/ice covering it Tip:

Start the engine and while it is running on fast idle clean the snow/ice and half way around the car push the controls for heat/defrost down and turn on the heater motor. By the time you have finished cleaning the snow from the car and around the headlights/ taillights etc the car is on the way to getting warm.

Blower Motor Tip: Always turn the blower motor OFF when the engine is shut off and when turning

the blower motor back ON push to the first position (slow) and work your way up to the high speed just like shifting gears. Electric motors have lots of torque and the force of going straight to 'high' speed can tear the center from the fan cage.

Vent Window Tip: If you open your vent windows while the defroster is going, the air will be pulled down the door glass keeping the side windows clear. Having a small opening will actually help get warm air into the car too, the pressure is released and the warm air pushes the cold air out of the cabin. It is also nice because you can hear the sounds of sirens/horns/etc.

Driver Comfort Tips: A steering wheel glove feels nice on those cold mornings, your fingers don't stick to the plastic wheel. Same with seat covers, many of us now have newer seats in the cars, most of those have a cloth insert in the middle, the cloth doesn't feel nearly as cold on our bottoms as the old vinyl seat covers. If you still have the original seats, some sheepskin covers feel pretty nice. The quality sheepskins in either original buckets or the later hi-backs and give a plush feel to the interior. A secure seat belt and shoulder harness arrangement helps keep you in place behind the wheel and if something happens that you need to use the steering wheel quickly as well as your feet for clutch/gas pedal action there is an uneasy feeling if you think you are going to slide around in the seat. Using your feet to brace you leaves nothing for working pedals. Keep your heater going on your feet but let the higher part of the cabin stay cooler, it will help to keep you alert, too warm can make a drowsy feeling especially at night.

Winter Skills Tip: A Corvair has always seemed to me to be one of the best balanced cars for driving on icy and snow covered roads. If you want to experiment a little try some ice racing this winter at the lake at Georgetown. It is autocrossing on a slick track. Be warned however, you must take a turn working a corner and the wind blowing down that canyon can be pretty cold so take along some warm clothing.

Blonde Cookbook

Monday

It's fun to cook for Tom. Today I made angel food cake. The recipe said beat 12 eggs separately. The neighbors were nice enough to loan me some extra bowls.

Tuesday

Tom wanted fruit salad for supper. The recipe said serve without dressing. So I didn't dress. What a surprise when Tom brought a friend home for supper.

Wednesday

A good day for rice. The recipe said wash thoroughly before steaming the rice. It seemed kind of silly but I took a bath anyway. I can't say it improved the rice any.

Thursday

Today Tom asked for salad again I tried a new recipe. It said prepare ingredients; lay on a bed of lettuce one hour before serving. Tom asked me why I was rolling around in the garden..

Friday

I found an easy recipe for cookies. It said put the ingredients in a bowl and beat it. There must have been something wrong with this recipe. When I got back, everything was the same as when I left.

Saturday

Tom did the shopping today and brought home a chicken. He asked me to dress it for Sunday. I don't have any clothes that fit it, and for some reason Tom keeps counting to ten.

Sunday

Tom's folks came to dinner. I wanted to serve roast but all I had was hamburger. Suddenly I had a flash of genius.. I put the hamburger in the oven and set the controls for roast. It still came out hamburger, much to my disappointment.

GOOD NIGHT DEAR DIARY. This has been a very exciting week! I am eager for tomorrow to come so I can try out a new recipe on Tom. If I can talk Tom into buying a bigger oven, I would like to surprise him with a chocolate moose.

Thanks, Patricia Fox

Membership Dues Now Due

Past Due

Mark King
Ken Brown

Due November

Norm Giesecker
Chris Klapp
John Neal
Mike Wiltrout

Due December

EJ Obermeyer
Laura Wilshire
Teresa Phillips
Michelle Broyer

Due January

Jon Anderson
Mike Barnett
Terry McKenna

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Tri-State 2010 Update

By Kermit Shields

Volunteers Needed!

Paul and I are continuing the monthly planning for the Tri State, we last met at Denny's on Thursday October the 8th (with Pumpkin Pie and coffee.)

Paul says that Pon Edwards should be contacted about the Corvair Birthday Cakes. We want to use the 2010 Tri State t-shirt design. There are other sources (Canon City, Florence and COS) for baking birthday cakes to serve at the Abbey.

We are using MS Publisher for early t-shirt designs. Designs include the words **Happy Fiftieth Birthday CORVAIR**, a Corvair picture, PPCC logo, Tri State Meet location & dates, etc. We had hoped to show our top choices yesterday at the meeting to get the reaction of the group.

We continue to visit on a monthly basis the Quality Inn in Canon City and also talk with the City council member Morrie Aves in Florence. Contingency plans are considered each month in case current event details go off track. We will add a visit with the Sheriff in Canon City this month (November) to discuss the Saturday morning escort out of town.

Paul is doing double duty as our Drip-line Editor and in 2010 Tri State Meeting Planning. I appreciate his time and energy, but mostly the experience he has in getting things done.



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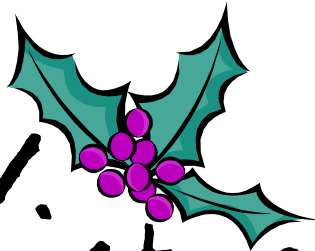
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The Dripline

To
Grandmother's
House We Go

Merry.
Christmas



A Publication of:



Volume 34, Number 2

Pikes Peak Corvair Club

Meeting
Sunday, December 13
Falcon Club
Air Force Academy

December 2009

Chapter 809 of:



Page 1

Pikes Peak Corvair Club 2009 Officers

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Vice President	Jon Anderson	719 572 6747	Jbanderson65@hotmail.com
Secretary	Pat Campbell	719 633-8708	pdtcamp@yahoo.com
Treasurer	John Koll	719 593 1928	jjkoll@aol.com
Membership	Darren Darnell	719--352-6141	ddcolorado@aol.com
Drip Line Editor	Paul Campbell	719 633-8708	pdtcamp@yahoo.com

PPCC MAIL LIST

CORSA set up PPCC with a mail list. To subscribe, send an e-mail to Garrie Fox gfox80915@yahoo.com telling me you would like to subscribe and I will add you to the list.

Same goes if you want to unsubscribe.

This mail list is like a small version of the VV's. You send a message to **ppcc-list@corvair.org** and it sends the message to everyone subscribed. The list is setup to block all attachments and convert all formatted text (HTML) to plain text to greatly reduce the chances of transmitting a virus.

This list is intended to improve communication within PPCC. It will mostly be used to let us know about meetings, brunches and car shows, cars and parts for sale

The DRIP LINE is a monthly publication of the PIKES PEAK CORVAIR CLUB, a chartered chapter of CORSA, the Corvair Society of America. Contents are copyrighted in the names of the authors and PPCC. Articles can be reprinted in any CORSA publication as a service to CORSA members provided credit to the author and this Newsletter is clearly stated. Deadline for submitting information to the DRIP LINE is the last Friday each month for the next month's publication. Submit information to pdtcamp@yahoo.com or mail to: the DRIP LINE c/o Paul & Pat Campbell 1716 E. Yampa St., Colorado Springs, CO 80909.

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MERRY CHRISTMAS

Pikes Peak



Club

Christmas Party



Sunday,
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10:00 am
Falcon Club
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Adults \$28.74
Children 5-10: \$9.95
Kids Under 5 FREE
Make check payable to
Falcon Club

Send Payment NOW to Steve
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**Reservations MUST be
made to Steve by Dec. 9**

More Details on Page 4

I'm Almost Out Of Blonde Jokes!

A blonde suspects her boyfriend of cheating on her, so she goes out and buys a gun. She goes to his apartment unexpectedly and when she opens the door she finds him in the arms of a redhead. Well, the blonde is really angry. She opens her purse to take out the gun, and as she does so, she is overcome with grief. She takes the gun and puts it to her head. The boyfriend yells, "No, honey, don't do it!!!" The blonde replies, "Shut up, you're next!"

FLIES

A woman walked into the kitchen to find her husband standing around with a fly swatter.

"What are you doing?" She asked.

"Hunting Flies" He responded.

"Oh. ! Killing any?" She asked.

"Yep, 3 males, 2 Females," he replied.

Intrigued, she asked.

"How can you tell them apart?" He responded, "3 were on a beer can, 2 were on the phone."

Thanks to Patricia Fox

FC Clutch Head Bolt Removal

Eric Prosize

This article was originally published in the July 2009 issue of The Iowa Corvair Connection, the newsletter of the Iowa Corvair Enthusiasts.

On all FCs, there are some pesky little fasteners that hold down the engine cover, and cover over the transaxle. In total, there are about 20 of these Clutch Head bolts, something not commonly seen on any Corvair vehicle, or anything, for that matter. The drive feature of the clutch head is an hourglass shape, unlike the standard Phillips head, or hex head we are used to.

When I went to install rear seatbelts on Jodi's Greenbrier, I had the need to remove some of these bolts but had no tool. After much research, I found a clutch head socket on eBay (F-30 Snap-On part) for a small price, and began to go to work. Four of the eight bolts on the transaxle cover came out easily, but the other four were badly stripped from a previous owner using the incorrect tool somewhere along the line. The shape of the bolt head does not allow a good gripping surface for vice grips, and there was not a lot of bolt head left to cut a slot for a screwdriver. An EZ-out won't work in this application, and I didn't really want to cut the bolt head off, and drill it out.

I had the idea to use a large nut, about the same size as the round portion of the head, something large enough to get a welding torch into. We found some nuts of the correct size, and I had my brother Adam expertly tack the nuts to the end of the bolts inside the van (which had most of the interior removed, by the way, to prevent fires). After the nuts cooled off, a simple twist with a socket removed the offending bolts. Of course, the bolts were no longer usable, since they had a large nut welded to them, but I had planned on replacing all these special fasteners with standard hex head bolts anyway, so no loss. All bolts were removed, and seatbelt installation went on flawlessly.

Christmas Party Details

GIFT EXCHANGE

Everyone should bring a gift for each person attending if they want to take part. Normally costs are suggested no more than \$10. The gift should be labeled male or female. After a name is drawn, the person selects a gift and opens it. The next person has the choice of stealing that previous gift OR selecting a new one. After a gift is stolen TWICE, the THIRD TIME allows that person to be SAFE and cannot lose another gift.

AFGHANISTAN CARE PACKAGE

One other piece of information, there is the circulation of an Afghanistan Care Package. Our member Chris Klapp is presently there and if anyone would like to send him something like bottled water/jerky/flavor packets for bottled water/books and magazines/towelettes or even a short note to Chris it would be helpful and appreciated. Garrie and Patricia Fox will take the donations and get them off to Chris. While I am typing this let me say "THANK YOU CHRIS" from everyone in PPCC for your devotion to the United States of America.



President's Notes

By Steve Goodman

Hello fellow PPCC members: I hope everyone had a great Thanksgiving this year. Christmas and New Years are just around the corner. Remember the Christmas party is December 13 at 1000hrs at the Falcon Club on the AFA grounds. I need your pre-paid reservation by Dec 9, I have to give them a total count on Dec 10. The price is \$28.74 each, children between 5 and 10 years of age are \$9.95 and under 5 are free. The gift exchange will be as in the previous years too, bring a gift for each of the attending adults marked 'man'/'lady'/'either', cost has been in the \$10 range for the past couple of years. The trading of gifts after the initial drawing can be enjoyable, you won't want to miss it.

Don't forgot too, the annual New Years Day Drive to Estes Park hosted by RMC is of course Jan. 1, 2010. Let me know if you would like to attend, the cut-off date for that is about December 27th.

I mentioned at the Sept and Oct and Nov meetings that election time was near and I also noticed a lack of hands being raised for volunteers for any of the positions. To the best of my knowledge all of the officers presently serving are content to stay another year. If that is the case we still need to go through the correct actions at the December meeting to either install all of us again or if someone finally works up the courage to offer themselves as a sacrifice (or volunteer) they will have the time to

do so at the December meeting.

Lastly let me thank the officers who have helped make PPCC run well through this year, Jon Anderson picks up door prizes each month and makes sure he is in attendance in case I get caught in weather or traffic and can't get to the meeting, Pat Campbell for accurately keeping records of the meetings, John Koll the eternal treasurer, Chris Woodard for building and maintaining the website, Darren Darnell for hounding past due members until they pay up again and for the hardest job of all, Paul Campbell for continuing to publish a great looking DRIPLINE each month. Because all of you do your jobs so well, my job of running the meeting is made very easy; THANK YOU ALL. Lastly thanks to all of the members who continually attend the meetings and events, without each of you the club would not exist.

Also the list would not be complete without mentioning Kermit Shields and Paul Campbell, the two workhorses of the 2010 TRI-STATE meet in Canon City. The two of them have spent many hours planning the event to ensure it is a great weekend next year.

Famous Predictions

"The super computer is technologically impossible. It would take all of the water that flows over Niagara Falls to cool the heat generated by the number of vacuum tubes required." -- Professor of Electrical Engineering, New York University

"I don't know what use any one could find for a machine that would make copies of documents. It certainly couldn't be a feasible business by itself." -- the head of IBM, refusing to back the idea, forcing the inventor to found Xerox.

And last but not least... "There is no reason anyone would want a computer in their home." -- Ken Olson, president, chairman and founder of Digital Equipment Corp., 1977



TAKES FIRST PLACE IN 1961 CANADIAN WINTER RALLY—Any rally is a soul-testing endurance run. Competing cars must maintain specified average speeds (within legal limits) over a route revealed just before take-off time. You don't even enter rallies—especially this one—unless you've got an abiding trust in your car's traction, braking, handling and reliability. The Canadian Winter Rally involves 1,265 miles of what drivers called "North America's worst roads," from Toronto to North Bay, Ontario, and back. Twenty-three hours of virtually non-stop driving the first day, thirteen the second . . . and dozens of checkpoints along the way to make sure competitors kept to the murderous route. Nearly 200 cars started, 43 of them in Corvair's engine class. Of the starters, some fifty succumbed to the treacherous ice and snow—but every 1961 Corvair entered came through without mechanical difficulty. And—for the first time in the rally's nine-year history—one make and model was first overall *and* swept the first five places in class: Corvair! **CORVAIR TAKES FIRST PLACE OVERALL: FROSTBITE 500** After the



CHEVY CORVAIR GOES RALLYING

Canadian Winter Rally, winning team Dick Doyen and Clay Gibbs of the Corvair entries decided to go on to Wisconsin's Frostbite 500 (a wonderfully apt name) Rally. Their '61 Corvair got a grease job, an oil change and three new front wheel bearings. And—just one week after the CWR's 1,265 thoroughly miserable miles—it started another 500 frozen miles of rallying! This time Corvair licked all 79 starters, to win the icy grind. Remember, both of these events involved open competition with some of the world's best automobiles. You can't buy success in rallying. You don't luck your way through. A car wins on its merits, pure and simple. And these are the same merits so important in your own driving: traction, handling ease and sureness, braking, durability. Proud of Corvair's performance? Of course. And we think you'll get a kick out of experiencing the Corvair's remarkable driving abilities for yourself. Your Chevrolet dealer's the man to see, naturally. Make it soon—and enjoy yourself! . . . Chevrolet Division of General Motors, Detroit 2, Mich.



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Dee Glusick



Garrie and
Patricia Fox

Secretary's Report **November 8, 2009**

John Koll reports we have about \$1600 in the treasury.

Darren Darnell reports membership is good with the dues checks coming in regularly.

OLD BUSINESS:

- Anyone who needs name tags can order them from Paul Campbell for \$4 each.
- Still open to ideas for any alternate destination point for the Fall Tour. Remember that it needs to be roughly an even distance from Denver and Colorado Springs.
- Kermit Shields reported progress on the Tri-State. He would like input on the t-shirt design and cake and goodie bag ideas. He'll also need some volunteers to make it a great meet.

NEW BUSINESS:

- There was discussion about our meeting place. The group agreed that although it was farther for some it was closer for others. The consensus is we should continue to meet at the Golden Corral.
- Our Christmas Party will be at the Falcon Club on the AFA. Date: December 13, 2009 at 10 am. Cost is \$28.74 for adults, \$9.95 for children 5-10, children under 5 are free. Your reservation and payment should be sent to Steve Goodman by December 9th. The usual gift "swap and steal" will take place. If you want to participate bring a wrapped gift of about \$10 value and mark it male, female or either and get ready for some fun.
- Remember January 1st is the date for RMC's annual drive to Estes Park. If you want to join them get in touch with Steve Goodman.

There was lively discussion on many subjects at the November meeting.

- John Koll mentioned the Palm Springs Corvair meet.
- Paul Campbell mentioned the Wichita 50th anniversary Corvair show.
- Kermit Shields told his story of a remarkable relationship he's struck up with Maria's '84 Cadillac.
- There was discussion of the fact and/or rumor of a double Rampside Corvair. What do you think?

For more on these subjects and others join us at the Christmas Party on December 13, at 10am.



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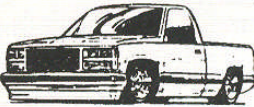
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