

# The Drip Line

This year's fall drive is Saturday, September 26. Don't miss out on this wonderful tradition!!



The next meeting of the Pike's Peak Corvair Club will be held Sunday, October 18 at 10:00. More information to come.

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Official Newsletter of the



Founded in 1977



<b>In this issue:</b>		<b>On The Cover:</b> <i>Cars at the 2019 Fall drive: 10 Corvairs, 2 ‘chase cars’, 25 people and two dogs made the trek to Cripple Creek for our Fall Drive in 2019. Present on the journey were: Jon, Debbie, Jamie, Erika Anderson and friend; Dave and Cindy Arsenault; Dave and Mary Ellen Feasel; Ed and Cheryl Halpin along with Shelley, Kelina, Gabe, Joslynn, and Kelina’s new pup, Troya; Randy Karl; Chris Kimberly and her sister Linda; Diane Tweedy-Lawler and Tony Lawler; Ken Schiffner; John and Kathy Green and Coda.</i>
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**PRESIDENT’S RAMBLINGS** By Mike Piper  
PPCC President

As in September, I’m happy to report there has been a little quiver of Corvair activity, although not necessarily for completely positive reasons. On the upside, I went the Rocky Mountain Vintage Racing (RMVR) event at Pueblo Motorsports Park on the 19<sup>th</sup>. Eric Schakel and Jon Whitely (RMC members) were racing their Corvairs. Eric’s Yenko Stinger developed fuel delivery issues (same pump I use in the red convertible and I’ve killed one myself) during the first day and Jon’s was running tired and he was having braking issues the second day. It was very entertaining to watch and I’d recommend at least spectating if you have a chance. There were many interesting cars in all the classes although in the Formula V group (4 cylinder VW drive trains in open wheel bodies), they got spread out and toward the end and there was a lot of guys going around the track but not a lot of racing.



In the middle ground there was a gathering on Sunday the 20<sup>th</sup> for a group of Corvairs to gather and drive several times around the memory care facility where Jonni Berkman now resides. There were 20 cars and 30 people reported as participants. It was a really

nice day and Jonni was all smiles. We had several folks that we seldom see, particularly post-COVID-19 restrictions. I followed Ed, Cheryl and Kelina Halpin, for example.

Don’t forget the fall drive to Victor, CO on Saturday, September 26. If you have questions, please contact [Christine](#).

FYI, I’m relatively new to PPCC so I don’t know many of the long-term members if they have not been to many meetings and events while I’ve been involved, and of course I have some memory issues of my own... My national CORSA number is actually really low because I joined back when I started driving a Corvair and bought the red convertible in the late 70’s. CORSA ignored that I dropped out for about 30 years because I wasn’t driving a Corvair. I even have jacket patches from RMC but I did not go to meetings back then. All of this to say that I don’t personally know Doug Vinton and his wife, but I wish them the very best as Doug recovers from his recent surgery.

While trying to keep this to one page, I’ll touch on some items covered in better detail down the newsletter:

- The Christmas party has been cancelled this year. This was done with considerable consideration by

## PRESIDENT, cont.

By Mike Piper  
PPCC President

the board. In the end we did not feel we could make the minimum people count so rather than ending up paying for non-attendees we decided to donate money to "Toys for Tots" as a club.

- Elections for club officers are coming up. We need to get our slate of candidates in order in October. ***If you wish to run for an office, please let a board member know.*** Randy would like to continue as treasurer. I would very much like for someone else to run for president, but I'd stay on for another year rather than have the spot open. I'd hope for better opportunities for meeting in person and events. Zoom meeting attendance has been very low so if there are other suggestions, please make them. Meetings in the park and in the museum were better attended. Right now, it tends to be the board plus 2 on Zoom.
- Membership renewals are coming up after the first of the year. The board and club leadership are trying to make membership meaningful, but it is tough when we're pretty much hunkered down at home.

Well, I almost kept it to one page...I hope to see some of you for the drive on Saturday, and until next time stay safe and healthy and happy driving.

Mike

## V.P. MESSAGE: KNOW YOUR AUDIENCE

By Ken Schiffner  
PPCC Vice President

In the recent article regarding Cripple Creek, I mentioned the importance of knowing your "audience" when sharing such things. Will the audience be receptive? Will they be critical? Will they simply not care?

That got me thinking. Who really IS the PPCC audience? Who are we? What do we truly care about? Perhaps more importantly, what do we want to be?

First thing, however. We don't have to all think alike or view PPCC in the same manner. Independent thought is the hallmark of successful endeavors. If that endeavor involves thoughtful people, it is best to encourage involvement and respect each other for those ideas and interests. We are a club of thoughtful people with a common interest, the Corvair and its social aspects. Silence is a debit, however, not an asset.

It begs the question, what do we want PPCC to be? What things (and there will be many) should PPCC focus up-on? (And yes, we can multi-task).

The challenge. We've got time. Let's use that time productively. Think. Write some suggestions to the Dripline. Drop a note to me privately and I'll try to codify the suggestions.

The audience I know, respect, and have enjoyed being with have the answers. Please speak up. You are the audience and you have a voice.



### Upcoming Meetings

**Sunday, October 18, PPCC Club Meeting:** Time and location TBD.

**Sunday, November 15, PPCC Club Meeting:** Time and location TBD.

**December, PPCC Club Meeting:** Time and location TBD.

**MEETING MINUTES- September 20, 2020**  
**Meeting held via Zoom link**

Submitted By  
Mary Ellen Feasel, PPCC Secretary

Called to order at 10:10 a.m. via Zoom. Eight members present.

Minutes of last months (August) meeting approved.

Treasurers report: available to all members upon request to Randy Karl, club Treasurer.

Mail: No mail. Sent get well card to Doug.

Membership-no new members. Randy sent out updated roster.

SeeMore-no updates. No news regarding San Diego. However the hotel for the national is not accepting reservations as yet for next year. Waiting 'til the new year was recommended.

Mike gave an overview of yesterday's race in Pueblo West. Jon and Eric from RMC participated.

Chris and John participated in the Healing Warriors car show at Castle Rock Outlet Mall.

Christmas Party-The Board has decided to cancel the Christmas Party this year due to the current COVID situation. Mary Ellen remarked that she asked, on the email she sent last months meeting minutes, what the feelings of the membership was regarding attendance to the Christmas Party. She got one reply.

The cancelling of the Christmas Party affects the club participation in the Toys 4 Tots campaign. This was discussed by the board and it was moved and approved that the club will donate \$300 to the organization, which is about what the clubs expenses are for the Christmas party. Club members are encouraged to do the same as individuals, suggested amount to be what they would spend on their donated toys. Donation checks made out to Toys 4 Tots can be sent to Randy Karl and he will include those checks with the clubs donation. His address is on the roster.

St. Patrick's Day Parade that was postponed until September was cancelled. The monies the club paid to enter the parade will be applied to next years event according to the organizers.

Fall Drive to Victor is Saturday, Sept. 26. Those who wish to participate, the group will leave Rudy's at 10 a.m. A tour of the Victor Museum will be before lunch. Bring your own lunch or order in advance from the restaurant Chris referenced in her email blast. After lunch, participants are on their own. Model A club will be in the area too, but most likely after PPCC group.

Later on today members of RMC and PPCC will have a Corvair parade past Jonni's memory care residence in the Denver area to cheer her up.

Future events to consider-Cruise to End Alzheimer's on Saturday October 3 at 9 a.m. thru Colorado Springs. Ace Entertainment has partnered with Walk to End Alzheimer's to create this event for car enthusiasts. More info can be found on Ace's website, aceent1.com. In the upper right

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**MEETING MINUTES- September 20, 2020**

Submitted By

Mary Ellen Feasel, PPCC Secretary

Cont.

hand corner is a link to the cruise info.

Board Election is coming up. Membership is asked to forward nominations to Mike Piper. All positions are open except Treasurer. Need nominations by the October meeting. Research is being done to figure out how Board voting can take place virtually.

Tech session-

Randy's car is progressing. He is waiting for parts. He has been viewing you-tube videos by Dave Watson to help him with some of the steps.

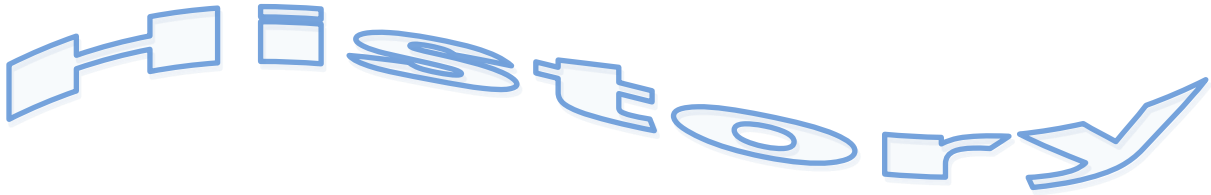
Ken mentioned that the New Jersey club is recording some tech sessions and broadcasting on Zoom. May be something our club could do too. More info to come.

Adjourned 11:00 a.m.



## TECH TIP: A PIECE OF HISTORY

Submitted by  
Steve Goodman



Instead of a tech tip, how about some history this month. There used to be a joke about three important days in the life of young men. One of those days was OCTOBER (insert day here). because that was the day the new Chevys came out. In this case it was October 2, 1959, when the Corvair by Chevrolet made its' debut in showrooms around the country. Anyone who was a car buff and read any car magazine back then knew about this revolutionary new rear engine design that was different from any other car manufactured in the USA. (that isn't exactly correct because Tucker preceded the Corvair with a rear engine car but failed to capture real credence with the motoring public).

The father of the Corvair was Ed Cole and his vision for the Corvair was an American VW beetle. He felt the completely different design of the car would show marketing genius, and the American buying public would embrace the better traction ability of rear engine placement plus no radiator/coolant and flat floor due to lack of driveshaft through the car.

Going back a couple years before 1959 the car magazines buzzed with hints over the BIG 4 each developing a 'compact car' to fill a void in the American car buying public eye. I (and maybe only me) always have been amazed at the industrial espionage back then. NO satellites or drones to take pictures, the photographers used telephoto lens on 35mm cameras to capture new cars on test tracks and then sold to various magazines as 'sneak previews'. The magazines always published the pics and many times the body lines were disguised on purpose so the model might not be so easily recognized.

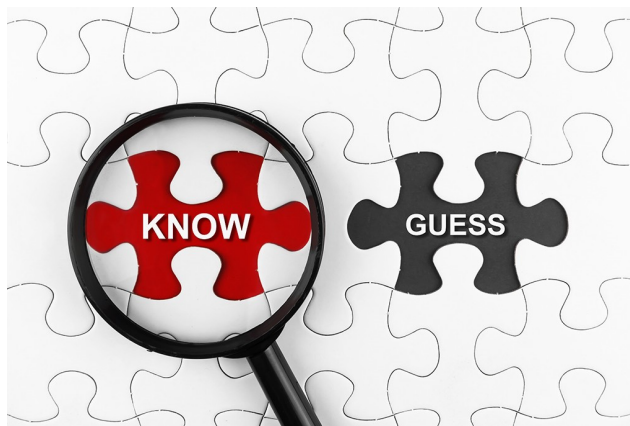


In case readers here missed above BIG 4: GM/FORD/CHRYSLER plus AMERICAN MOTORS. Yes Studebaker/Packard was still being built and for several more years. FORD was tooling to build the Falcon a normal front engine 6 cyl, and Chrysler was working on Plymouth Valiant and Dodge Lancer, again with front 6 cyl engines, and Studebaker was showing off the Lark with front 6 cyl engine.

## TECH TIP: A PIECE OF HISTORY, cont.

Submitted by  
Steve Goodman

Alone against the norm was CHEVROLET with the air cooled rear engine and independent suspension CORVAIR. I read with lots of interest every article published about the Corvair. My interest was not American VW, but American Porsche. The magazines back then included Road & Track/Sports Car Graphic and Car & Driver/Car Life/Popular Mechanics plus others. The magazines wrote real facts and either guessed or made up anything they had no knowledge about to hype the Corvair. I still have many of those magazines that I bought when they were new from the local drug store in town.



Another item to remember is that all of these cars were designed to capture a buying public who wanted a small family errand/grocery getter second or third car. Again I will state COMPACT car, these did not have the title 'economy car', fuel economy wasn't as important as bottom line price tag to purchase a new car. In the beginning automatic transmission cars were in greater demand than manual transmission cars. The desire for stick shift began after many had the desire to either go faster or simply to take advantage of the small car and engine size and really do get a bit better fuel mileage.

There is no need to extol the virtues of the CORVAIR to the readers here but I will remind everyone that one sorta 'hidden' feature (although it was publicized widely in 1959) was NO transmission/driveshaft tunnel which meant a 1960 sedan could seat 6 people easily. GM used this design against the other compact cars often in their advertising campaigns.

So we all know how this ended in 1969, but let's face it when we are driving our Corvairs LOTS of drivers wave/thumbs up and smile, and when we are stopped in service stations or restaurant parking lots or even just at traffic lights everyone wants to share their Corvair stories because everyone had contact with a Corvair back then. I doubt Dodge Lancer owners can claim this. Second thought, when was the last time you saw a Lark at a local cruise? There is the occasional Falcon being used which is nice to see.

If weather/roads permit DRIVE YOUR CORVAIR on Friday October 2 and smile at the luck we all have owning this piece of American car history.



## TRANSMISSION SWAP

Submitted By  
Randy Karl

This project started earlier this summer when Dave Feasel acquired eleven Corvairs from a local storage yard. Among the cars was what remained of a 65 CORSA 4 speed. He knew I had been thinking about swapping my PowerGlide for a 4 speed and this swap had been suggested to me long ago by Steve Goodman. After many trips through the Colorado mountain passes behind a two speed PowerGlide, I was sure this is something I wanted to do someday. So, a deal was made and I started planning the work ahead.

From the 68 Assembly Manual, CORSA Tech Guide, Clark’s catalog and other sources, I started a list of what I had and what was missing. Turns out the “missing” was more than the “had”. I sent out a request to the PPCC group to see who had some of the missing parts they could share. See the Credits below for those who contributed this project.

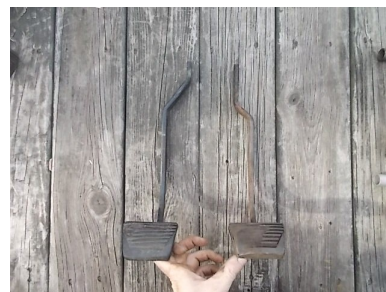
The 65 had no engine and the tranny was hanging by a chain so I started in July to pull the parts from the donor. First thing I saw was a gapping cutout in the crossmember that did not look natural (photo 1). Add one Cross-member to the parts list.

Collecting the 4speed, shift tube, pedals and associated parts were already on my list. Once the transmission was out it went to Rear Engine Specialist for checkout and refurbishment. Within minutes, we (Steve) saw the pinion bearing was bad. The end of the shift rod was bent so the list grew.



You learn a lot about the differences between the years when you do a project like this. To set the stage, I have a 68 Monza PG. The donor is a 65 CORSA 4speed. The 68 has a telescoping steering column, the 65 does not. I knew this but didn’t know it affected the shape of the clutch pedal. After Steve explained this to me, I needed to find a 67 or later with a 4speed/telescoping column. With Duane Hayes’ help we found a 67 donor in his lot. I got the pedals and cross shaft from this car and a *straight* shift rod/tube and a clutch cable from another.

Back to the clutch pedal. I didn’t quite understand the difference until I saw pictures on Corvair Center. To accommodate the thicker (collapsible) steering column (67 and up), the cross-shaft extends further to the left and the clutch pedal has an opposite bend to the right to bring it back into position.





**TRANSMISSION SWAP, cont.**Submitted By  
Randy Karl

I Also discovered the 67 cross-shaft has itty-bitty snap rings to hold it in position. For anyone who has worked under your dash you can imagine the fun I had removing these.



By August I had gathered or had on order most of the parts need and started cleaning/painting these parts.

I tried Dave “Motohead” Watson’s solution for the bronze bushings at the ends of the shift tube and found the “Flange Bearings on Amazon (*The Hillman Group 58105 Flange Bearing, Bronze 3/4 X 7/8 X 1-1/8 X 3/4-Inch, 4-Pack*). The outside diameter is perfect, the inside diameter does need to be opened up some to slide easily over the shift tube.



With a few more parts on order and working weekends, I hope to have everything installed by the end of the month. Look for the conclusion (at least part 2) to this project next month.

**Credits:**

Dave Feasel: 1965 CORSA 4 Speed Transmission, Crossmember  
John Dawson: Input Shaft  
Duane Hayes: Shift Tube, Clutch Cable, Pedals  
Jerry Peevyhouse: Bell Housing  
Steve Goodman: Flywheel, Trans Rebuild

**CORSA MEMBERSHIP MEETING**Submitted By  
Mike Piper**CORSA ANNUAL MEMBERSHIP MEETING**

**Date: Tuesday November 10, 2020**  
**Time: 9 PM Eastern**  
**Method: Zoom**

Article X of the CORSA By-Laws calls for the Society to conduct a general membership meeting during the annual convention. Due to COVID-19, we are not having a convention this year and so, we'll be conducting the meeting using Zoom instead. It's the next best thing to having an in-person meeting. All CORSA members are invited to participate.

We will use Zoom's webinar format with live video panelists interacting with members of the audience. President Mike Hall and other members of the Board of Directors will serve as the panelists. The audience will consist of you, our CORSA members.

RSVP! We need a count of the number of members who will be joining the Zoom session. If you plan to participate, send your email address to Secretary Allan Lacki at [redbat01@verizon.net](mailto:redbat01@verizon.net). Also, feel free to include topics you would like us to address during the session.

Approximately 24 hours in advance of the Zoom session, we will email the Zoom "room number" and any further instructions for you.

Although Zoom works best with a personal computer connected to the internet, you can join the session using a common telephone.

*Allan Lacki and Josh Deitcher*  
Members of the CORSA Board of Directors

Corvair Society of America ~ (630) 403-5010 ~ PO Box 68, Maple Plain, MN 55359  
[www.corvair.org](http://www.corvair.org)

**MEMBERSHIP RENEWAL**

**LOCAL SHOW** Submitted by John Green

Believe it or not, it's that time of year again, time when we ask you to consider digging deep into your wallet and pulling out that \$25 to send in for renewal of your membership in the Pikes Peak Corvair Club. Club dues are due in January, but can be sent in before then (and we'd love it if you could renew early to help with paperwork).

We don't take your membership in this Club for granted, and are deeply appreciative of the support every member provides in being able to keep the Corvair out in front of the public to enjoy. This has been a challenging year for car collectors, yet we continue to have a great reputation in the southern Colorado car collector community, and that reflects well on each and every one of us. So, thank you all, now go get that checkbook and renew today! Don't wait!

To help our Treasurer, Mr. Randy Karl, manage the books effectively, we would ask that everyone **please send their dues renewal check in no later than 15 January, 2021** to the following address: PPCC, ATTN: Treasurer-2020 Dues, P.O. Box 15034, Colorado Springs, CO 80935. We'd like to close the books on the 2021 Membership Drive by the end of February, and your support in meeting that goal would be greatly appreciated.

\* A reminder that while membership in CORSA is not a prerequisite for new membership, or renewal in the PPCC, we do strongly encourage support of the national organization, which works to supports our local efforts through an event liability insurance policy, and free hosting of our Chapter website.

On Sat Sept 19th there was a show for the Healing Warriors Program at the Castle Rock Outlets. It was a nice evening show from 4 to 7. I (John Green) had the coupe there, Chris (Kimberly) had her convertible, and Kevin & Robin Shipman came later with their late model orange coupe. Our neighbor also had his 69 Chevy pick up. There were probably 60 to 80 cars that came and went during the show. There were early and late Mustangs & corvettes, some challengers, a nice 69 bug, a 66 Ford Econoline pick up, some t-buckets, a tricked out Fiat 500 and a group of Slingshots. All in all a great show for a great cause, with a nice representation of our favorite rear engine beauties!



From Left: John & Kathy Green's '68 Monza Coupe, Chris & Robyn Shipman's late model Coupe, John Harrigan's '69 Chevy pickup.



From Left: John's Chevy pickup, Chris & Robin's late model, John & Kathy's Coupe, and Chris Kimberly's baby blue convertible.



**ARE YOU AN ACTIVE MEMBER?** Submitted by David Feasel

Dave Feasel ran across this when looking through some of his past Corvair 'stuff' and thought he'd like to share. It is quite thought provoking.

Are you an active member,  
the kind that would be missed?  
Or are you just contented  
that your name is on the list?

Do you attend the meetings  
and mingle with the crowd?  
Or do you stay at home  
and crab both long and loud?

Do you take an active part  
to help the group along?  
Or are you just satisfied to be  
the kind that just 'belongs'?

Do you help to plan the programs  
and get new members quick?  
Or leave the work to just a few,  
then grouse about "the Clique"?



There's quite a lot of work involved  
that earns success if done,  
but it cannot be accomplished  
without the help of everyone.

So attend the meetings monthly,  
and help with hand and heart.  
Don't be just a Member,  
but take an active part!

Think this over members -  
am I right or am I wrong?  
Are you an active member,  
or do you 'just belong'?

The future of this club relies on ALL the members participating or the club will be nomore.

# CRUISE TO END ALZHEIMER'S

Submitted by  
Ace Entertainment



Ace Entertainment has partnered with Walk to End Alzheimer's to create a unique event Cruise to End Alzheimer's. This cruise is for more than just your everyday car enthusiasts, its a special opportunity to make a difference in the fight against Alzheimer's Disease.

This event will begin at Bonforte Park 2323 N Wahsatch Ave, Colorado Springs, CO 80907 on Saturday October 3, 2020, at 8:30 am with a virtual Opening Ceremony starting at 9:00 am (link to follow). You can view this from any smartphone or electronic device. Followed by viewing the Promise Garden which commemorates all individuals who have been impacted by this disease. (The Walk officials ask that for the most part to remain in our cars and not to congregate at the garden) Those cruising will also have the opportunity to have a commemorative Alzheimer's flower placed in the Promise Garden with your loved ones name honoring those affected by this disease.

All cars are welcome to come and cruise by the park and enjoy the Promise Garden as well as other car enthusiasts supporting this great cause.

Cruisers are then encouraged to continue the cruise down Colorado Ave to Old Colorado City thru Manitou Springs 11am-3pm. Ace Entertainment is committed to recruiting the local car community in hopes of building a strong community to help aid the fight to End Alzheimer's. All donations will be going to Walk to End Alzheimer's as we try and raise money to end this disease that impacts so many.

This family-friendly event is open to all years makes and models and anyone can participate. We advise all cruisers to wear masks outside of their cars as well as practice all social distancing practices and obey all traffic laws.

Please visit [aceent1.com](http://aceent1.com) to learn more about the Cruise to End Alzheimer's and other Ace Entertainment Events.

Thank you all for your continued support!



## CONCOURS D'ELEGANCE STORY TO MAKE US SMILE

This story was posted at <https://www.hagerty.com/media/entertainment/when-pebble-beach-concours-delegance-deservedly-denied-my-car/>

### When Pebble Beach Concours d'Elegance—deservedly—denied my car

By Kyle Smith, August 25, 2020

Every opportunity I've had to visit high-end automotive events ends more or less the same way. Concours participants climb into sultry prewar feats of coachwork magic, or perhaps, effortlessly fast Italian cars with snarling V-12s. They drive off into the open road, bound for a heated garage and a micro-fiber rubdown. It takes me three-quarters of a mile to walk to the dirt parking lot where my beige Camry rental car awaits, with only the rear view mirror reflecting my now-Rosso-Corsa-colored forehead to greet me.

When the email came through in December of 2016 announcing that the application process was open for the Pebble Beach Concours d'Elegance, this was a clear opportunity to flip the script. Right? Longing to be part of the exclusive club that gets to drive across the picturesque 18th green on a particular Sunday morning in August, and perhaps suffering from a bit of optimistic delusion, I started writing an application for the only classic I owned at the time: a 1961 Chevrolet Greenbrier van.



Admittedly, the inspiration for this foolish stunt came from [Concours d'Lemons](#), an event organized by "Head Gasket" [Alan Galbraith](#). Alan started the pseudo-concours event to poke fun at the exclusivity and general best-of-the-best nature of Pebble Beach. The gathering features classes with kitschy names, which are more often than not self-deprecating. A class featured in the early days of the Concours d'Lemons was "Pebble Beach Rejects." A car could only be entered in this class if the owner could display a rejection letter from Pebble Beach. Despite attending many Lemons events, I'd never seen any vehicle actually enter this class. If the Greenbrier was the only entry, surely it was guaranteed to win.

Fortunately, this was not my first rodeo. Prior to Hagerty, I worked with a few smaller outfits that helped owners apply to top-tier concours events, Pebble Beach included. It's a whole lot more than checking the box on the printed out form and sending it back with a check for \$25 like many local shows. The check is left out completely, as Pebble Beach has no application fee. Typically, the event wants to know the car inside and out (even if the selection committee is already familiar with it), along

## CONCOURS DE'ELEGANCE, cont.



Yeah, this is Pebble Beach Concours d'Elegance material... [Kyle Smith](#) | Hagerty Media Site

with its history, who did the restoration (if it had one), and other events where the car has been featured. In the industry, that's known as provenance.

This is where I had to get creative. The van was rich in patina, yet impoverished in provenance. It was a crusty surfer van that a friend found on the side of a California highway before I bought it and road tripped it to Michigan. However, if you spin a tale hard enough you can get an interesting thread from even the most boring and mundane of vehicles. It is certainly not unheard of for concours applicants to practice the delicate art of wordsmithing in order to paint their car in the best possible light.

My letter stuck to the facts, albeit presented carefully and for maximum effect. For example, the previous owner worked for a company which had an office in the Petersen Automotive Museum in Los Angeles, and therefore was able to tuck the broken down hulk in a corner of the basement Vault for some time while he was working on it. On display? Well, technically no. *Some of the finest pieces of automotive history sat right along side it, though!*

I drafted it all in a PDF, attached it to an email, clicked send, and waited. This kind-of-prank had two possible outcomes: some type of form letter rejection (remember, this was my ticket to that special Lemons class) or absolute (and justifiable) radio silence.

## CONCOURS DE'ELEGANCE, cont.

To whom it may concern:

As a three time attendant of the Pebble Beach Concours d'Elegance, I was quite enthused to see the featured class of American Dream Cars of the '60s. This presents an opportunity for me to advance beyond just attending the Concours and join the great ranks of participants. I appreciate your consideration in reviewing my vehicle for inclusion in the 2017 Concours.

For your consideration I have a 1961 Chevrolet Greenbrier. This vehicle has storied history throughout the classic car culture of the American southwest, including the classic vehicle mecca that is southern California. Over the years many great names have been in the presence of this iconic vehicle. The Greenbrier (chassis number 1R126S113872) was discovered following an extensive quest to discover the pinnacle of Americana lifestyle in the 1960's.

Found sporting a period correct 110 horsepower engine and unique four speed manual transmission, this vehicle presents a rare options combination and is largely considered to be a one of one vehicle. Though Chevrolet historians have been unable to confirm this fact due to lack of available documentation, multiple experts have concluded this chassis represents an extremely unique moment of time. Chassis 1R126S113872 underwent months of preservation followed by a brief stint in the Peterson Automotive Museum. During it's time at the Peterson Automotive Museum it was regarded mainly for its elegant curves and timeless patina. Currently chassis 1R126S113872 is receiving a mechanical preservation to ensure it a trouble free participation in the Tour d'Elegance.

Overall, this vehicle represents the American dream that many households strived for during an iconic time period in American history. Chassis 1R126S113872 presents a rare opportunity for the Pebble Beach Concours d'Elegance selection committee to create an even more storied experience for those who have the great fortune to attend. I thank you for your consideration and look forward to completing the full application for review.

Thank you,  
Kyle L. Ant

To be clear, the whole enterprise was a waste of the selection committee's time, and I fully expected it would be ignored. Instead, the Pebble Beach Concours d'Elegance team rose above my childish humor and honored me with a personalized response—including wishing me luck with entry and participation in other events. I'd done it!

This golden ticket of a rejection technically qualified me for that exclusive Lemons class, but in the end, my van lived in Michigan and the special class was open only during the Monterey event in August. Driving cross country purely for a practical joke is not entirely outside the scope of my M.O., but at the time I couldn't make it happen.

Fun story to tell people at parties, though. Still, the polite response from the Concours served to amplify the tinge of regret I felt about wasting the selection committee's time and energy. As much as I goofed off at its expense, I have nothing but respect for the group of professionals that make such events happen every year for our enjoyment. So, please, don't repeat my escapade with Pebble Beach or any other concours. It will be even less funny the second time.

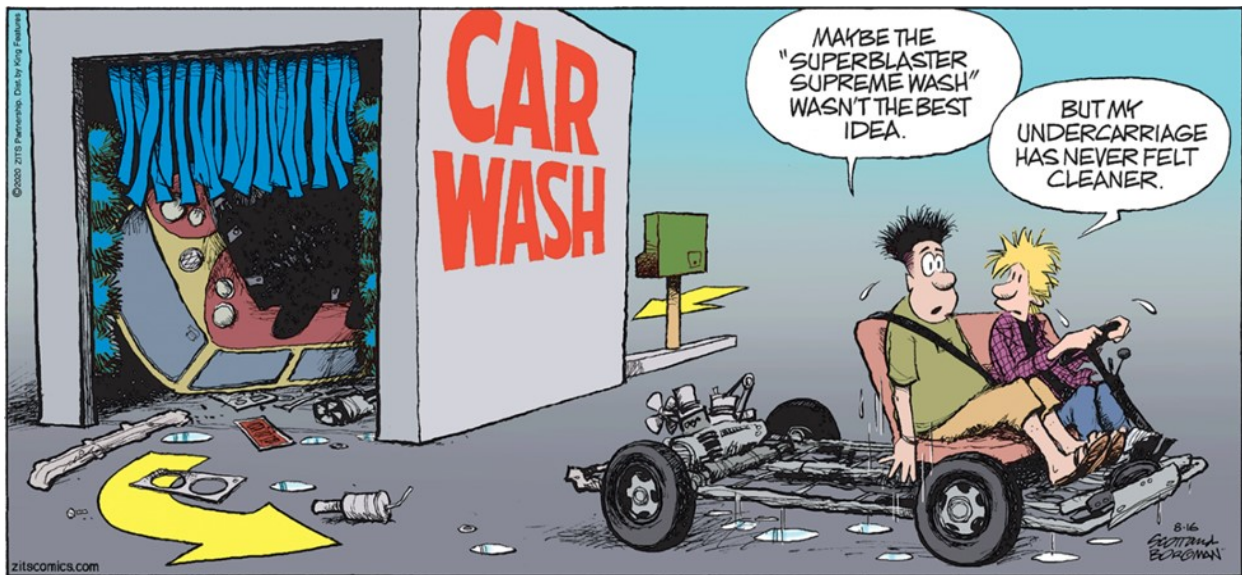
I never got to experience the feeling of driving my Chevrolet onto the finely groomed golf course in the wee hours of the morning, but with the show cancelled this year, I joined many in the Hagerty community and made it my own. I set an alarm for real early on Sunday [and made my own dawn patrol](#). While I don't own the Greenbrier any longer, my '65 Corvair coupe was happy to fill in, leaking oil on my lawn.



DRIP QUIPS

Zits, by Jerry Scott and Jim Borgman

As published in the Denver Post, August 16, 2020



If you have a fun, amusing, touching or interesting story or picture you think can bring a smile, an 'aaaaah' or an 'eek', please send your submission to [karmknecht@msn.com](mailto:karmknecht@msn.com), attention: Drip Quips.

## 2020 PPCC Activities Calendar

All club events will be noted on the Club’s interactive calendar, located on our website, <https://pikespeakcorvairclub.wixsite.com/ppcc/calendar> **PLEASE NOTE: As events are cancelled or re-scheduled we will send information via the PPCC List Serve and our Facebook page. The items listed in this issue of The Drip Line are still scheduled (or cancelled as noted) to the best of our knowledge. Before planning to attend an event, please check with the event sponsors to confirm.**

**Let’s face it, this year has been one most of us will not soon forget. If you are aware of an event of interest to club members, please let your editor know so that we can include it in our event calendar.**



**October 2-4, Great Plains Corvair Roundup:** ***This event has been postponed to 2021.*** Information available [here](#).



**October 2-4, Great Western Fan Belt Toss:** Palm Springs, CA. This event ***has been cancelled.*** Information available [here](#).



**Saturday, October 3, 8:30, Cruisin’ to End Alzheimer’s:** See flyer earlier in The Drip Line, or search at this [link](#).

**Sunday, October 18, PPCC Club Meeting:** Time and location TBD.



**Sunday, November 15, PPCC Club Meeting:** Time and location TBD.

**Sunday, December 17, PPCC Club Meeting:** Time and location TBD.



**Annual Christmas Party:** Due to Covid concerns, the ***Board has determined we will not hold the Christmas Party this year.*** Donations will be made to Toys for Tots on behalf of PPCC. See notes in Mike’s article and the September club minutes for details.

### Recurring Local Events:



**First Saturday Car Show, Colorado Springs, CO:** ***These shows have been cancelled for the 2020 season.***



**Second Saturdays of the Month, Year-Round, 12pm–3pm: “Littleton Cruise”,** 1500 W Littleton Blvd, Littleton, CO. Hot rods and muscle cars. Convertibles and hard tops. Over-sized tires and custom-painted flames. Join us year round as we cruise Littleton Boulevard every second Saturday of the month at the Woodlawn Shopping Center located in the heart of Littleton, Colorado. For more info on the cruise, check out their website @ <https://littletoncruise.weebly.com/>



*Icon indicates regularly scheduled PPCC meeting*



*Icon indicates show or event which may be of interest to members*



*Icon indicates show or event in which we have committed PPCC representation, or for which PPCC will provide support or sponsorship*

**Corvair Partners & Local Businesses Which PPCC Members Have Frequentated with Positive Results**

With so many new members joining the Club, we felt it might be a good time to (re)educate folks on where they can obtain reliable parts and service for their Corvairs, both near and far.

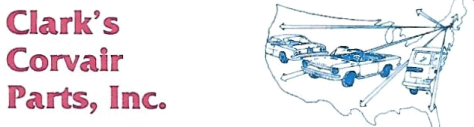
Here are just a few of the companies our members have had good luck with in the past.

*NOTE: These are only recommendations only, as we do not solicit sponsors for the Club, or the newsletter. So, do your own research as well.*



**REAR-ENGINE SPECIALISTS, INC.**  
16010 W. 5th Ave. Unit 12  
Golden, Colo. 80401  
Steve Goodman  
(303) 278-4889 Fax (303) 936-7420  
email: rearengine.steve@att.net  
website: www.rearenginespecialists.com

Serving all of your Corvair mechanical needs for more than 51 years, Steve can make whatever is wrong with your Corvair right again. Locally owned and operated!



**Clark's Corvair Parts, Inc.**  
400 Mohawk Trail (Rte. 2), Shelburne Falls, Ma. 01370  
413-625-9776  
Joan & Cal Clark 14,000 Item Catalog \$6.00  
Mail or Phone Order Only Many Reproduced Parts

Clarks Corvair Parts - Nuff said!!



**Blast-Tech, Inc.**  
"Automotive Paint Removal Specialist"  
Plastic Media (Bead Blast)  
Baking Soda  
Various types of Sand  
In-house blasting of Steel, Aluminum, Fiberglass, Glass, Wood, etc.  
Gary Nardi  
(303) 806-9992 Fax (303) 806-9985  
3775 So. Kalamath St. Englewood, CO 80110

If you need your Corvair blasted, or just need the paint or rust removed from parts, Blast-Tech provides a great service for a fair price. Locally owned and operated!!



**PLATTE AVENUE TIRE AND AUTOMOTIVE SERVICE**  
Over 30 Years Experience  
ASE AC Delco ASE  
PLATTETIRE.COM 2701 E. PLATTE  
(719) 633-8799 COLORADO SPRINGS, CO 80909

An old school alignment shop with all of the Corvair specs, early and late. Ask for Dave! Locally owned and operated!



**RIAN SNOWBARGER**  
OWNER  
719-419-8826  
SnowGlass.net  
SnowAutoGlass@gmail.com  
20430 Indie Dr. Monument, CO 80132  
FREE MOBILE SERVICE

Recommended by members who were pleased with the service and quality of the glass. Fair price for a new windshield. Located in Monument for those coming from the North or the South. Locally owned and operated!



**TAIN T PAINT**  
"Specializing in Electro-Static Applied Custom Powder Coating"  
3368 ADOBE COURT  
COLORADO SPRINGS, CO 80907  
ROGER NEWMAN  
800-733-8374 719-447-9552

Yes, I'm sure they get lots comments on the name, but they do quality powder coating at a reasonable price.

Locally owned and operated!

**PPCC  
Admin**

**Monthly Meetings:** The PPCC meets at 9:30am on the 3<sup>rd</sup> Sunday of each month at various locations within the Colorado Springs area. Check the Club’s website for the most current meet-up info.

**Membership & Dues:** PPCC dues are \$25 per year, payable each January for the coming year. Membership in CORSA is encouraged, but is not a prerequisite for membership in the PPCC. Please refer to the Club’s website below to obtain a copy of the current membership application and guidance for submission. Checks for dues should be made payable to “PPCC” and mailed to: PPCC, ATTN: Treasurer, P.O. Box 15034, Colorado Springs, CO 80935. <http://www.corvair.org/chapters/chapter809>

**Editorial Contributions:** Please send your stories, suggestions, recipes, jokes, and/or photos directly to karmknecht@msn.com, or mail them to PPCC, ATTN: Newsletter Editor, P.O. Box 15034, Colorado Springs, CO 80935. Preferred format for electronic submission of documents is MS Word, and format for pictures would be JPEG. Deadline for submitting information to The Drip Line is the 25th of the month for the next month’s publication.

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**BUSINESS CORRESPONDENCE:** All correspondence to the Pikes Peak Corvair Club, or its officers, should be mailed to: Pikes Peak Corvair Club P.O. BOX 15034, Colorado Springs, CO 80935.