

# The Drip Line



2020  
Happy  
New  
Year



The Next Meeting of the Pikes Peak Corvair Club will be held on January 19 at 9:30 a.m.. We'll meet at Valley Hi Golf Course, 610 Chelton Road, Colorado Springs

Come On,

Like us on Facebook!



Official Newsletter of the



Founded in 1977



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**On The Cover:** Club members enjoyed our annual Christmas party. Clockwise from top: John and Debbie Anderson and family, Wayne and Bonni Russert, Keithann and Jerry Peevyhouse, Ken Schiffner, Rick Beets, Diane and Tony Lawler, John and Dee Glusick, Pat Carty, Randy Karl, Wayne Russert, Chris Kimberly, Dave Feasel, Jerry, Emily, Lauren and Sophie Welker (Christmas Quartet)

## **PRESIDENT'S GLOVEBOX**

By Mike Piper  
PPCC President

Hello everybody. As you probably know, I've had a rather awkward end of 2019 so far. I slipped and fell on ice the day after Thanksgiving, spent a few minutes lying on the ice, got myself up and drove to a convenience store to seek help. I ended up in the ICU at Swedish hospital for two days and in the neuro ward for about a day and a half before they decided I could function well enough to go home.

As Dave Feasel has told me several times, brain injuries are challenging because you look fine, people demand that you act like you did, but you are not the same and can't, and improvements are very slow. I can walk and talk, but mental efforts are tiring. So far, I'm not driving. I was at my last CT scan on the 18<sup>th</sup> of December, and on the way in the sliding doors I was confronted by a large group of elderly (more elderly than me) walking to the door coming at me at different speeds, in singles and couples, on canes, with walkers and in wheel chairs. I realized when I mentally locked up trying to sort out the chaos that driving would not yet be a good idea. I have

an appointment with a neurologist on the 23<sup>rd</sup> so I hope the news is good.

On a more cheerful note, as I write this tomorrow is the shortest day of the year. Since I prefer warm weather and sun, I always look forward to getting past that. Once we get past February the days get longer, and the weather starts to get warmer, so I start thinking harder about car projects. I have several in mind but fine motor work (my fingers and brain) need a bit more time.

When the 5-minute effort to recruit me to run for the PPCC club president was underway, I was assured by several that the board and the past officers would help me along to learn the ropes a little better and also help me out as the northernmost president in recent memory. I'm definitely going to need some help along the way. My general philosophy is not to change things to change things but change them if the board and club think changes are needed. In that spirit, I would like to hear any ideas that people have to make things better. Along with that, complaints should

**PRESIDENT'S GLOVEBOX, cont.**

By Mike Piper  
PPCC President

come with suggestions for improvement. Otherwise I look at a high-level complaint as a volunteer opportunity for the individual complainer.

I personally like the car display opportunities that have come up in the past, and I participated in many, particularly last year. I don't have the institutional memory of the past officers of the club so as those come up, I welcome hearing about them and informing the group. I will also encourage the club meetings and events to be as inclusive as possible of the wives, not just a bunch of guys hanging out and getting greasy. I know my life is a lot more interesting when my wife Karen is involved.

The last thing, which I consider to be urgent, is to iron out the liability issues that may be involved with SeeMore. The Board is working through these issues and we should be all set by show season.

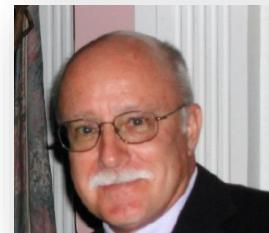
I hope everybody has an excellent holiday season and I'll work on a shorter set of "Inspirational Thoughts" for next month. Meanwhile, let's keep them on the road.

Mike

**V.P. MESSAGE: BEGINNER'S ESSENTIALS**

By Ken Schiffner  
PPCC Vice President

It seems like a lot of younger people are getting involved with Corvairs. Some mechanically inclined folks are attracted to the Corvair because it is relatively simple to work on. Full of energy and confidence, these people are ready to roll up their sleeves and get to work.



Here are some of the essentials, in this writer's opinion, that you will need:

- ◆ The CORSA Tech Guide. (Available through the Corvair vendors).
- ◆ Books by Bob Helt such as "The Classic Corvair" and "Corvair Basics".
- ◆ A 9/16" combination wrench.
- ◆ A 1/2" combination wrench.
- ◆ A stubby or bent 9/16" wrench to access the fan belt adjustment nut.
- ◆ A Phillips head screwdriver size #2.
- ◆ A set of SAE sockets and ratchet. (Sometimes a swivel extension is helpful).
- ◆ A torque wrench.
- ◆ A timing light and dwell meter.
- ◆ A plastic bag (inspected to be hole-free) to put under the oil filter to catch the oil when you change the filter.
- ◆ A set of valve cover gaskets.
- ◆ At least one roll of Tums or equivalent.
- ◆ A box of Band-Aids.
- ◆ Any book on anger management just in case.
- ◆ A set of Viton "O" rings for the push rod tubes.

**ESSENTIALS, cont.**By Ken Schiffner  
PPCC Vice President

- ◆ A set of fuses.
- ◆ A VOM test meter.
- ◆ A CORSA membership and roster (the latter in case you travel and need help).
- ◆ The roster of the local Chapter of which you are a member (for emotional support).
- ◆ Steve Goodman's phone number (303)-279-4889).
- ◆ The Clark's Catalog.
- ◆ Rags. Lots of rags.

With these essentials, working on your Corvair should be the successful and hopefully injury-free experience you've convinced yourself it should be. Good luck.

**TOW VEHICLE NEEDED**

Since Dave Feasel will not be available to tow SeeMore to events local to PPCC this year, we are in need of a new volunteer(s). Please let the team know if you are willing to help. We anticipate 4-5 events in the Colorado Springs area in 2020.

Speaking of events, if you have suggestions for events, please let us know. Thanks!

SeeMore Team



**Upcoming  
Meeting  
Dates**

**Upcoming Meeting Locations**

**Sunday, January 19, 9:30 am: PPCC Monthly Meeting, Valley Hi Golf Course**

**Sunday, February 16, 9:30 am: PPCC Monthly Meeting, Valley Hi Golf Course**

**Sunday, March 15, 9:30 am: PPCC Monthly Meeting, Valley Hi Golf Course**

**MEETING MINUTES- December 8, 2019****Biaggi's Restaurant**

Submitted By

Mary Ellen Feasel, PPCC Secretary

Meeting called to order at 2:00 p.m. by President John Green at Biaggi's. While waiting for food to be served we had a quick meeting. Club members made their 50/50 raffle ticket purchases.

Motion to approve the last meeting's minutes. Minutes approved.

Treasurer's report: Randy quoted John Koll, we are in the black.

Mail-Dues payments in the mail. Mary Ellen informed the group that a get well card was sent to Mike Piper.

**Nominations for Board**

Mike Piper for President, no one present was interested in the Secretary position so Mary Ellen said she would run for the 2020 position. Other position open was Member-at-large and Jerry Peevyhouse was nominated. Votes for each nominee were held by a show of hands. All those nominated were elected.

2020 Board members are: Mike Piper, President; Ken Schiffner, Vice President; Randy Karl, Treasurer; Secretary, Mary Ellen Feasel; Member-at-large, Jerry Peevyhouse.

Thank you from John Green to all who served on the board in 2019.

Volunteers for Committee positions are: SeeMore-Ken Schiffner, Website-Randy Karl, Membership-Tony Lawler, Activities-Chris Kimberly, CCCC rep-John Green

Open to the group-Tri-State May 15-17 in Albuquerque. Host hotel is Marriot Pyramid North.

Thank you to the club from Pat Carty for the club's donations to Toys 4 Tots.

50/50 raffle pot was \$80. Rick Betts won and donated his winnings to SeeMore fund.

January and February meetings will be at Valley High.

Adjourned 2:15 p.m.

**M****E****E****T****I****N****G****M****I****N****U****T****E****S**

## MEMBERSHIP RENEWAL

To all those who have already renewed your membership for 2020 a great big thank you!!

For those yet to renew, it's time to dig deep into your wallet and pull out that \$25 to send in for renewal of your membership in the Pikes Peak Corvair Club. Club dues are due in January. 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. We 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 please don't wait to renew—we really hate having to nag you!

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, 2020** to the following address: PPCC, ATTN: Treasurer-2020 Dues, P.O. Box 15034, Colorado Springs, CO 80935. Or, you can always pay in person at the at the January meeting on January 19 (though we'd LOVE to have your updated membership before that. We'd like to close the books on the 2020 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 support our local efforts through an event liability insurance policy, and free hosting of our Chapter website.



## CHRISTMAS PARTY

Submitted By  
John Green

For those that didn't get to attend the Christmas party, and for those who did, it was quite fun (see pictures on the front cover of this edition). We had 24 members come out on a nice, warm December day. I think our Lakewood was the only Corvair that made it to the party.

We walked in to a quartet of singers, a dad and his 3 daughters. The girls sang and also took turns playing the harp for us. Thanks to Mary Ellen for arranging our live entertainment.

We over filled a box of new toys for "Toys for Tots". Thanks to Pat Carty for helping us continue this giving tradition.

While we waited for our dinner I ran the last meeting of my Presidency. We voted in the new officers for 2020 and are pleased that Mike Piper will be the new President and Jerry Peevyhouse will serve as the new Member-At-Large. Ken will continue as Vice President, Randy will continue his role as Treasurer, and Mary Ellen graciously indicated she will continue as Secretary. Thanks to all those that stepped up to the board. Their service allows PPCC to continue to be the most active club in southern Colorado.

When lunch arrived it was delicious. The club paid for appetizers of bacon wrapped dates and stuffed mushrooms. Then we all enjoyed salad, potatoes, chicken marsala and steamed vegetables. We finished off with a Christmas cake delivered with a smile by Dave and Mary Ellen Feasel.

After eating we held our annual Yankee gift exchange. There were many nice gifts. There was not as much stealing as in past years, but there were a few heated exchanges (all in good fun). Chris thought she should go first since she drew number 00—we all laughed as Kathy pointed out it was the number 8 turned sideways! Everyone ended up with a gift in hand, having enjoyed good fellowship and wonderful food.

I want to thank all those that helped me this past year to lead the club on all our endeavors. It was an eventful year and I'm grateful for all of those who stepped up to help.

Happy New year! John

## CORVAIR RAFFLE—A '65 COUPE ON THE CHEAP

Submitted By  
Ken Schiffner

There is a saying that "If only I had bacon, I could have bacon and eggs...if only I had eggs".

I always liked the design of the late model Monza Coupe. Particularly the 1965 edition. Boy, I wish I could own one! If only I had the money...

Then it dawned on me. Maybe I could WIN one. I could buy a couple tickets and with my famous luck, it could be mine! Get this. I once won an upgrade at McDonald's from the regular fries to a LARGE fries. Yes, me. I've already been a proven winner so why can't I win again? But who is raffling a really nice coupe?

Then Mike Hall reminded me. CORSA is raffling off a '65 Monza coupe with a 140hp engine, PG, and all nicely primped up. Famous CORSA people actually laid their hands on this beauty. The proceeds go to the good cause of supporting CPF and the new museum. The tickets are only \$10 each. Heck, I just bought some bacon and eggs and that only cost about \$10. I think I can afford a ticket.



To get a ticket go to [www.corvair.org](http://www.corvair.org), log in, then go to CORSA News. Within that link go to Corvair Raffle Car!. Then to Corvair Raffle Ticket. You can buy as many tickets as your bacon and eggs budget will allow.

Looks like Paul Bergstrom at [corsacluboffice@gmail.com](mailto:corsacluboffice@gmail.com) and (603)-403-5010 is the contact person.

## TECH TIP: SUSPENSION CHECKLIST, PT. 2

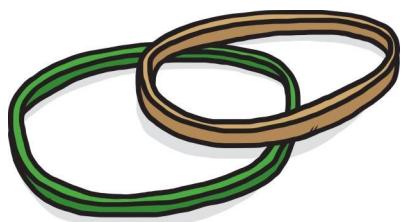
Submitted By  
Steve Goodman

Picking up from last month about steering check points:

**OTHER WEAR SPOTS**--upper/lower ball joints and tie rod ends benefit greatly from regular grease. Also idler arm IF non-original. (original had no grease fittings) Every time oil/filter is changed the front suspension points should be greased. ALSO if driven in hard rain/water or slush on the road the frontend should be greased soon afterward. Driving through the water allows moisture to be pushed through the joints and through the dust covers. Front wheel bearings are regularly packed but only rears can be difficult to decide when to service. Usually early will last 30-40K miles before making noise. If noise appears it is too late to service. If done at say 25K miles then the early rears will continue to be usable. Same with 65-9. GM gave no service schedule for rear wheel bearing assemblies. The Corvette from 63 suggested 25-35K miles depending upon shop manual. Again if waiting until noisy then servicing can be difficult. I have seen and heard of both early and late going 50K or more miles before needing either repace or rebuild. One last lube point: GM U-joints did not have grease fittings BUT all aftermarket kits do. Remember to lube those while doing front suspension.



**ONE OTHER NOTE:** A suggestion was done years ago about adding grease fittings to both early and late rear bearing assemblies. After filling up the entire bearing assembly with grease it is still unknown whether grease is around all of the roller bearings BUT when warmed up the grease expands and is pushed out of the seals. Inner seal leakage just makes a mess under the car BUT outer seal makes a mess of your brake shoes.



**RUBBER PARTS**--Upper/lower control arm bushings/strut rod bushings/sway bar bushings in front PLUS trailing arm bushings in rear all suffer from age/weather and all of the bad stuff in our air and chemicals thrown on our roads tend to deteriorate and no longer be sturdy and flexible rubber. Rear suspension to body cushions in early cars plus the transmission and engine mounts in all models also suffer plus anything that oil/grease/transmission fluid (65-9 strut rod bushings) can leak onto will be subject to failure. Obviously keeping leaks to a minimum helps but the stress placed on the rubber parts in any car will guarantee wear as time/miles are added. When the rubber parts are hard and badly cracked their useful life is ending. Also the 'feel' of the ride quality is changed but it is slow and easily unnoticed.

**ALIGNMENT**--A good shop will check air pressures/ride height/tire quality/steering quality. Use either shop manual specs OR for performance use *How to Hot Rod Your Corvair*. I have a set of numbers at the shop for track use and a set for V8 owners. 65-9 car owners may need to remind the alignment shop that axle movement into the differential is normal.

**TIPS**--do not place weight in front to tighten steering feel--use full circle spring spacers in coil springs to increase ride height (not the small wedges)--early/fc owners remember that rear mount at engine needs to be accessed for rear toe adjustment--addition of front air dam

## TECH TIP: SUSPENSION CHECKLIST

Submitted By  
Steve Goodman

on all models aids greatly in straight line steering 'feel' at speed as well as winds. Cleaning up the air movement under the car adds fuel economy too. Watch your tire wear closely. It is easy to undo the alignment with our poor road conditions and if wear is detected early the need to buy new tires is lessened. AGAIN remember that suspension/steering wear is slow so we don't grasp the change in the feel of the car. It is important to just maintain as well as possible and inspect often.

**NOISES**--noise when encountering bumps/small holes/expansion strips/RR tracks are generally shock mounts or poor shocks/outer sway bar bushings/poor rubber in the above mentioned suspension parts. 65-9 can have rattle due to lower shock bolts loose and not clamping lower shock sleeve to inside of A-arm. Rubber bushings in suspension points sometimes squeak when dry. U-joints may squeak while cornering slowly then after wear begins will click while slowing to stop. Wheel bearings will squeak also when first begging for fresh grease. Then rumble/metal grating sounds signal the end is near and tow truck may be needed.



**PERFORMANCE MODS**--aftermarket quick steering arms are good for less turns of steering wheel BUT increase turning radius and a bit of added steering effort. Factory quick steering box and arms are best but expensive. Replacing the stock diameter steering wheel with a smaller diameter will seem to add some quickness to steering. Again steering effort will be increased. HD shocks help in corners but add to ride harshness. Wider tire/wheel combinations also aid with cornering, again with some sacrifice of ride quality and in some cases some 'wandering' on poor/rutted road surfaces. Installing harder rubber suspension bushings is another step to greater cornering ability and once again the ride quality is the tradeoff. HD coil springs and/or cutting a coil from the springs is a great cornering help and guess what; ride quality is again compromised.

Bottom line with any/all of the above changes is: it is difficult to have your Corvair ride the same as a Lincoln and corner the same as a 911.

**MY LAST THOUGHTS**--most of my thoughts/advice/experience in these two installments has been on inspection/maintainance of the underside of our cars. It is easy for me to write about it and can be a bit of work for most to actually make it happen. I understand that. I peek under the cars I get in my hands and try to make note of leaks/noises etc. It helps when you as owner requests a check of something because of noise, etc. You as owner have a better understanding of how the car is running as well as how it is changing. Continue to enjoy driving your Corvair. I darn sure enjoy driving mine.



## DRIP QUIPS

As published in the Denver Post December 11, 2019

written by Jim Borgman



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.

## 2019 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>

-  **Sunday, January 19, 9:30am: PPCC Monthly Meeting, Valley Hi Golf Course**
-  **Sunday, February 16, 9:30am: PPCC Monthly Meeting, Valley Hi Golf Course**
-  **Saturday, March 14, 11:00 Staging, 12:00 Parade: St. Patrick's Day Festival Parade, Manitou Springs, CO**
-  **Sunday, March 15, 9:30am: PPCC Monthly Meeting, Valley Hi Golf Course**
-  **May 15–17, Tri-State:** Make your reservations now at the Marriott Pyramid North, Albuquerque, NM. Mention 'Corvair Tri-State' for a special rate. Call 505-821-3333. Guest speaker Astronaut Harrison Smith.
-  **Saturday, June 20: Havana Cruise, Information to follow**
-  **July 6–11: 50th Annual Corvair National Convention, San Diego, CA, [www.sandiegocorvair.com](http://www.sandiegocorvair.com)**
-  **Sunday, August 1: CCCC Air & Ground Show, Information to follow**

### Recurring Local Events:

-  **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 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*

## Our Corvair Partners & Local Businesses Which PPCC Members Have Frequented 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](mailto:rearengine.steve@att.net)  
website: [www.rearenginespecialists.com](http://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!

**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 3775 So. Kalamath St.  
Fax (303) 806-9985 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!!

**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!

**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!!

**PLATTE AVENUE**  
TIRE  
AND  
AUTOMOTIVE  
SERVICE  
Over 30 Years Experience  
PLATTETIRE COM (719) 633-8799  
ACDelco 2701 E. PLATTE  
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!

**TAINT 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 snail 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.

## Pikes Peak Corvair Club Contacts

President	Mike Piper	720/255/1007	Mapiper3 at comcast.net	Board
Vice President	Ken Schiffner	201/749/3063	Kschiffner48 at gmail.com	Board
Secretary	Mary Ellen Feasel		Mrsfesl at gmail.com	Board
Treasurer	Randy Karl		karlj at comcast.net	Board
Past President	John Green		j.n.green1 at outlook.com	Board
Member at Large	Jerry Peevyhouse		Kpvhouse53 at msn.com	Board
Activity Chair	Chris Kimberly		Ckimberly4749 at gmail.com	
Membership Chair	Tony Lawler		Hvac1515 at aol.com	
Newsletter Editor	Kathy Green	720/202/0351	Karmknecht@msn.com	
SeeMore Chair	Ken Schiffner		Kschiffner48 at gmail.com	
Facebook Admins	Patricia Fox, Mike Timmons		patl80820 at gmail.com, MichaelT432 at gmail.com	
Web Maintenance	Randy Karl		karlj at comcast.net	

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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.

**19TH ANNUAL CORVETTE RAFFLE**

**2019-2020**

**Colonel Crawford High School ALL SPORTS Booster Club**

**WIN A 1966 CORVETTE CONVERTIBLE!**

**PURCHASED FROM PREVIOUS OWNER OF 29 YEARS IN OREGON.**

Original Big Block Car (NOM)  
4 Speed  
Black Soft Top with Dark Blue Interior





**DRAWING HELD:  
APRIL 18, 2020**

ONLY 10,000 CHANCES AVAILABLE

Early Bird Drawing for \$1,000.00 on  
December 14, 2019

**Grand Prize:**  
**1966 Corvette Convertible**  
**or \$40,000.00**  
**2nd Prize: \$500.00**  
**3rd Prize: \$250.00**

**Donation**  
**\$25.00/Ticket or**  
**5 for \$100.00**

Booster Club reserves the right to return all money. Winner need not be present to win and is responsible for taxes and transportation. Taxes based on value of prize. For additional information call 419-569-9312. Visit [www.colcrawfordcorvetteraffle.com](http://www.colcrawfordcorvetteraffle.com)

Yes, I have seen one of your cars at a show or event.

\$25.00 x # of tickets \_\_\_\_\_ 5 tickets for \$100.00 \_\_\_\_\_

Name \_\_\_\_\_

Phone Orders, Checks, Money Orders, or Debit Cards Accepted  
All orders by mail or phone must be received by 12:00 Noon on April 18 for the drawing.

Address \_\_\_\_\_

Make checks payable to and mail:

C.C.A.B.C. or Col. Crawford Athletic Boosters Club-Dept HO  
PO Box 96, Galion, Ohio 44833

Phone \_\_\_\_\_

For information call: 419-569-9312 or 419-569-5178  
Col Crawford Eagles All Sports Booster Club is a 501 (c) (3) non-profit org.

# The Drip Line



*The Corvair was selected as the Motor Trend Car of the Year in 1960. The publication read:*

*MT presents it's 1960 annual progress award "for most significant engineering development...to the U.S. manufacturer making the most significant engineering advancement"*

*How's that for recognition!*

**The Next Meeting of the Pikes Peak Corvair Club will be held on February 16 at 9:30 a.m.. We'll meet at Valley Hi Golf Course, 610 Chelton Road, Colorado Springs**

*Come On,*

*Like us on Facebook!*



Official Newsletter of the



Founded in 1977



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**On The Cover:** A picture of the trophy presented by Motor Trend for the 1960 car of the year as published in the April 1960 edition of Motor Trend magazine.

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**PRESIDENT'S GLOVEBOX**

By Mike Piper  
PPCC President

I don't know how many of you recall KBPI radio station back in the 80's and their morning drive show with "Steven B. and the Hawk". They had a bit that started out with sad harp music called "Inspirat'n'l



Thoughts to Ponder". I've had that harp music in my head now for several days wondering if I could come up with some inspirational thoughts to ponder here. At least I have thoughts...

I personally have had to set aside several of my winter Corvair projects temporarily but there is hope! I can tell the days are getting a tad longer in terms of daylight and a little bit warmer which is a big deal when you have an insulated but unheated garage. When my garage is colder inside than the outside, I can open the door and get rid of my jacket. I always look forward to getting through February and warmer days.

Based on the recent PPCC meeting on January 19<sup>th</sup>, Christine Kimberly already has a pretty good events list started including some club social events and car shows starting in April and extending beyond the fall Drive until Christmas and New Years. As I did last year I will try to attend as many of these events as I can and I'll look forward to seeing new faces of people I don't know as well as the old faces of people I do

know (this was intended to be in jest). Ken Schiffner is working on the events list for SeeMore as well. We're looking forward to Tri State this year, and several have tentative plans to make it to the national convention in San Diego in early July, with or without their cars. I've also seen a few emails where people are asking for technical assistance or parts to get their cars going so keep that up. We'd love to see you and your cars. We have a great group of knowledgeable people so we can often help.

We managed to work our way through an unplanned tech session after the January meeting. I will now add my remote starter switch to my toolbox and try to remember to bring it to a Corvair event whether I'm driving my Corvair or not. You never know... If anybody has a tech session they would like to have put on, or to provide, please let us know.

Finally, we have a PPCC board meeting tentatively planned for February 4. If you have any issues for the Board, please let one of the board members know. The board members are listed in the Dripline so this is a test to find it and read it. There is lots of good information there.

I see I've exceeded my mental word count, so I'll close by saying drive safe and have fun every chance you get.

Mike

**V.P. MESSAGE: RETIREMENT**

By Ken Schiffner  
PPCC Vice President

For those at or nearing retirement

I recently had a call from an old friend who will retire this year (after nearly 50 work years!). Both his nose and the grindstone show signs of wear. He felt the time was right.

As a retiree, he asked me what I liked best about retirement. He said he was surprised by my quick reply. I said I enjoyed going out to dinner a lot more. This comment kind of took him aback. "Why should that matter? You've still got to eat!".



I told him the reason was both subtle and simple. When I worked, I felt like I had to eat in order to work. When I retired, I eat because I want to eat and, if I can afford it, where to eat.

It is sort of like my Corvair. When I got the "rust free", "runs great" car, it needed work, lots of work, so I worked on it. It was a job. Sure, at times it was fun but other times, not so much. When I got the vehicle to a point where it was both drivable and I had spent what I could afford, now I just drive it when I want to. I go where I want to take it. It is not Concours, but neither am I.

Same thing with Club membership. I used to go to meetings to be educated, pick some brain, maybe eat some snacks, hear stories. (OK and provide some stories of my own). Now, I go primarily to see friends. Sure, the stories are still there (and are often repeated) but there is comfort in hearing those stories and chatting with the sources. I like the sources.

So, dinner is better now. So is driving the Corvair. I think I'll go get a pizza. Maybe even with anchovies. No, the anchovies may be a bit much. Just mushrooms and cheese. That'll work.

**Upcoming Meeting Locations**

**Sunday, February 16, 9:30 am: PPCC Monthly Meeting, Valley Hi Golf Course**

**Sunday, March 15, 9:30 am: PPCC Monthly Meeting, Valley Hi Golf Course**

**Sunday, April 19, 9:30 am: PPCC Monthly Meeting, Valley Hi Golf Course**

## MEETING MINUTES- January 19, 2020

Valley Hi Golf Club

Submitted By  
Mary Ellen Feasel, PPCC Secretary

Meeting called to order at 9:35 a.m. by President Mike Piper at Valley High. Thirteen members present. Members made their 50/50 raffle purchases.

Mike Piper gave the group his history in the Corvair hobby. Introduced the 2020 Board: Ken as VP, Randy as Treasurer, Mary Ellen as Secretary, Jerry is Member-at-large and John Green as past President.

Kathy is Newsletter editor, Ken is chairman of SeeMore committee, Randy oversees the Website, Tony is Membership chair, Chris is Activities, John is CCCC rep.

Motion to approve the last meetings minutes. Minutes approved.

Mail-Mary Ellen reported dues renewals in the mail. Randy added that we are half way to last year's membership numbers.

Treasurers report: Available to members only.

There was a discussion about whether to remain members of CCCC. In a nutshell CCCC funds lobbyists to be our voice in the legislature in regards to the collector car hobby. As Rick put it, the lobbyists are our voice in legislature for such things as fees paid on registration of our collector cars and emissions testing. A motion was approved to renew the CCCC membership.

After some attempts by individuals impersonating board members late last year, hoping to get funds from the club, there was discussion about the publishing of the club's financials. A motion was made and approved to publish our financials to club members only in the meeting minutes, via the PPCC mail group. When the minutes are published in the Dripline those numbers will not be included due to the fact the Dripline reaches a bigger audience, with hopes the club will be less vulnerable to these attempts in the future.

**SeeMore**-Ken reported that Mike Hall of CORSA will be contacting Grundy, CORSA's carrier, regarding coverage for SeeMore. Board will discuss SeeMore issues and report to membership with decisions. Ken's take on SeeMore issues will be pubbed in Dripline. There needs to be a balance between volunteers and burden.

The Feasel's no longer have a tow vehicle to haul the SeeMore trailer. Tony can, but we need someone else to help in this area.

Recent events-gave an overview of the Christmas party.

Chris gave an overview on activities proposed for this year and asked for input from

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**MEETING MINUTES, cont.**

Submitted By  
Mary Ellen Feasel, PPCC Secretary

membership. Included are car shows we can participate in, as well as day trips to points of interest as a club.

The first event the club was invited to participate in is on March 14, the Colorado Springs St. Patrick's Day parade downtown. They are asking for a minimum of eight cars to participate. Four cars were confirmed at the meeting, with several maybes. Blast to go out to membership.

The list of proposed events will be published in the Dripline.

50/50 pot had \$52. Mike Piper won and he donated his half to the SeeMore fund.

Adjourned 11:05 a.m.

A mini tech session took place in the parking lot after the meeting. The Green's Lakewood starter switch was frozen and the car couldn't be started. Tony and Randy worked on it, trying a couple of tricks they knew. Ultimately Mike suggest jump starting it. That worked. The Greens got home safely and replacement of the switch is in the works.



## MEMBERSHIP RENEWAL



To all those who have already renewed membership for 2020 a great big thank you!!

For those yet to renew, it's time to dig deep into your wallet and pull out that \$25 to send in for renewal of your membership in the Pikes Peak Corvair Club. Club dues were due in January,. 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. We have a great reputation in the southern Colorado car collector community, and that reflects well on each and every one of us. So, please get those renewals in—we really hate having to nag you!

To help our Treasurer, Mr. Randy Karl, manage the books effectively, we would ask that everyone **please send their dues renewal check in ASAP** to the following address: PPCC, ATTN: Treasurer- 2020 Dues, P.O. Box 15034, Colorado Springs, CO 80935. Or, you can always pay in person at the February meeting on February 16. We'd like to close the books on the 2020 Membership Drive by the end of February, and your support in meeting that goal would be greatly appreciated.

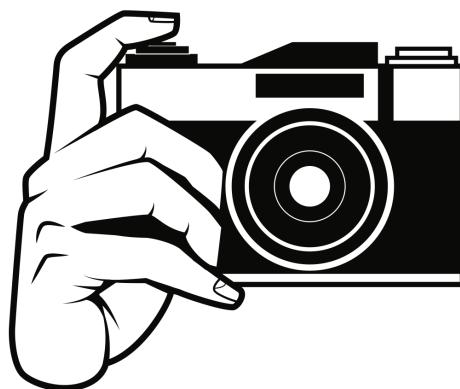
\* A reminder that while membership in CORSA is not a prerequisite for new membership, or renewal in the PPCC, we do strongly encourage support of the national organization, which works to support our local efforts through an event liability insurance policy, and free hosting of our Chapter website.

## PICTURES WANTED

With a new year come new opportunities for communication for PPCC. Our web master, Mr. Randy Karl, has asked that we put out a call for pictures of member cars to be included on the PPCC web site. We're hoping to be able to keep the site fresh and dynamic by rotating in pictures of members vehicles onto the front page of our web site.

Please do us a favor and send in pictures of your car(s) so we can make you (or at least your car) famous.

Please send pictures formatted as .jpeg to Randy. Don't forget to include your name, and the make and model of your car(s). Maybe your hobby car will hit the front page of the PPCC site!



## COME ON DOWN!

Submitted By

Kathy Green, Drip Line Editor

As the new year begins, I've been thinking a lot about how we spend our time. John and I are blessed to have been able to retire earlier than some, and find our days filled with the activities of life—nothing earth shattering, appointments, rehearsals, church activities, trying to decide what to eat for dinner, walking the dog (of course!) and connecting with PPCC.

Car event season is coming soon, and as I contemplated our time investments, I started to think about PPCC activities. While our membership is spread north, south, east and west, we have a number of members right along the front range. At activities we seem to see the same core group popping up, and we enjoy that core of people, but would really enjoy sharing our hobby with more members.

We understand there are reasons not to participate. Maybe you don't have a running Corvair. Maybe it's too far to meetings. Maybe you feel you don't have time to get your car ready to show. Maybe there are 'better' offers. I don't know, but I do know when we do get to see more than just the 'core' members (at Tri-State, Christmas parties, etc.) we have a great time!

We have members with no running Corvairs that still come to activities (consider Ray Schick for example, whose cars were all damaged in a hail storm two years ago, yet he still comes and supports PPCC at events). We have members who stand up and say "I'll help" even though participation might be pretty inconvenient (consider Mary Ellen Feasel, who continues to serve faithfully as our secretary when the position would remain open without her). We have members who attend activities though they have a really long drive to get there (our president Mike Piper lives in Westminster, and member Lube Lubert comes up from Albuquerque for many events). We have members on the western slope and in Wyoming who aren't close enough to participate on a regular basis, yet we receive information on their activities for inclusion in the newsletter (consider Phil Degroot on the western slope). What makes these people stand out? They have prioritized PPCC participation and supporting the hobby as part of their lives.

Our cars are more than just a hobby—for some they are a connection to their past. The first time I saw someone's eyes light up as they recalled pleasant events from the 'olden days' when they saw our car, I knew that driving these little pieces of history was about much more than a car...we are privileged to own and interact with purveyors of memories, smiles, stories, and sometimes a chance to just step back and remember a simpler time. When I drive down the street, I am reminded that not everyone is so fortunate.



So...as you look to 2020 and begin to plan your activities, please consider putting PPCC at the top (or at least middle) of the list. See if you can find reasons to join in. Consider reviewing the events schedule (which has *many* opportunities to get your cars out of the garage) and see where you fit in. We would LOVE to see more of all of our members in 2020.

## **CORVAIR RAFFLE—GET YOUR TICKETS NOW!**

The Corvair Preservation Foundation is holding a raffle and the lucky winner will receive a freshly-restored 1965 Corvair Monza Sport Coupe! The drawing for this car will be held May 15, 2020 in the Great State of Minnesota, USA. MN Lic. #GA19-000002. You need not be present for the drawing. The proceeds from the raffle will support the new Corvair Museum in Decatur, Illinois.



### **The Raffle Car:**

- ♦ 1965 Corvair Monza Sport Coupe.
  - 140 hp 4-carb Super Turbo-Aire engine. Powerglide automatic transmission.
  - Thoroughly reconditioned throughout with new paint, upholstery and many NOS parts
  - Ready to drive!

To purchase tickets, select [this link](#). (1) Specify the number of raffle tickets you wish to purchase, (2) Click on "Add to Cart", and (3) Click on the "Checkout" button.

If you haven't already purchased a ticket, don't delay. Wouldn't it be amazing to see this beauty join the PPCC family!

## SEEMORE TEAM REPORT

By Ken Schiffner  
SeeMore Coordinator

### Answers and Questions

Does CORSA/CPF provide liability coverage for SeeMore and PPCC? The answer is "yes". I contacted Grundy Insurance, the underwriter for CORSA and CPF and they confirmed the coverage.

Question: Should PPCC donate SeeMore to CPF? That answer would need to come after considerable discussion. It is more complicated than it might seem.

CPF Chairman, Mike Hall, and others have suggested that PPCC donate SeeMore to CPF and SeeMore could be "loaned back". SeeMore would then be considered a CPF property and loss insurance could be added by CPF to the liability coverage. Of course, SeeMore would no longer be a PPCC item. Questions of storage, transportation, repair, etc. are items yet to be explored and are potentially significant. Examples: If PPCC stores SeeMore for CPF, will we be compensated? How long might the storage term be? Are we responsible to get SeeMore to other chapters who might also like to borrow it?

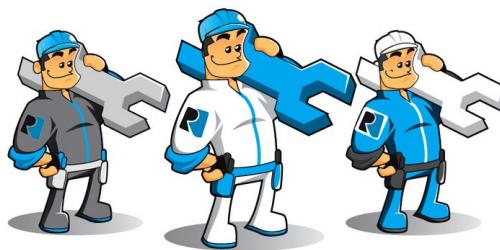
Long term, it was also said that SeeMore could end up at the CPF Museum, wherever that museum happens to be at the time. I believe the current museum is in Illinois. If my memory is correct, that is the third attempt at a Corvair focused museum. Automotive museums typically have a well-healed "benefactor" who often names the museum after themselves. The CORSA effort relies on donors. Small club- supported museums are rare for good reason and are financially tenuous at best.

When and if SeeMore is donated anywhere, I think the debate should allow for additional "weight" to the folks who created SeeMore and the earlier PPCC members whose dues helped pay for SeeMore's recovery. What would their suggestions be? I for one, who has not been a PPCC member for long, would abstain from voting.

We still need some volunteers who could tow SeeMore to events in the Springs area.

Tony Lawler and I will focus on the getting the trailer properly registered. The Team will go over the trailer to make certain it is in good shape for the 2020 show season and the National Convention in San Diego.

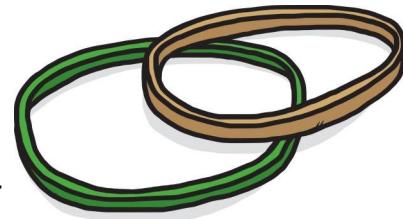
Looking forward to a successful 2020 show season!



### RANDOM TIPS AND THINGS TO CHECK ON A REGULAR BASIS

If you park on a flat surface it is easy and clean to check your oil level. Before you start the car for your journey just lift lid and pull the dipstick upward and look at the oil vs full mark. No need to remove completely and no need to wipe stick and reinsert it again. Your hands remain clean too. This is handy tip for the ladies too regardless of car make or model the dipstick check process is the same.

At the same time give a quick look at belt/wires and check for furry little critters curled up next to the oil cooler. Also it is easy to give the four tires a quick glance. If you have a 'feeling' about the amount of sidewall bulge you can decide if a tire has low air pressure. Occasionally you should use tire gauge and check spare tire or ask your local shop to check pressure for you.



If your car is inside it is easy to check all lights, just operate and watch reflections in front wall and garage door. An aside to this is by checking brake lights you also confirm your brake pedal is normal.

One other note about lights: our Corvairs all have two warning lights on the instrument panel. Gen/fan and Temp/press. As you start to turn ignition to the 'start' position pause that one second while in 'run' position and note that both lights work. If they both work that time they should also work if something mechanical would fail while driving. Of course the warning light of note is 'gen/fan'. When that light pops on while driving it almost always means the fan belt has failed and the car should be parked immediately and engine turned off. (out of the way of normal traffic of course)

I always thought a clean car seemed to run better. Of course it is easy to wash and vacuum but the glass seems to always be WORK! Clean glass with no streaks is magic. Every glass cleaner and towel/micro-fiber cloth etc promises no streaks/reflections. U Tube has tons of tips to remove streaks etc too and I will say I have spent lots of time trying to clean glass and I am still trying and failing.

For all of you that have windshield cleaning mastered remember it is a good time to check wiper blade quality before you get caught in the rain and start cutting an arc in your nice glass. Before you start cleaning that windshield make your washers work a couple of times too. It will keep pump primed and you know the squirters are not plugged.

Occasionally someone will ask me about car covers. It is a bit difficult to know how to advise sometimes. If your car is stored inside then a simple dust cover is typically all

## TECH TIP: RANDOM TIPS, cont.

Submitted By  
Steve Goodman

that is needed. I have seen many who have a couple of discarded bed sheets sewn together and just toss over the car. One thing to always remind anyone moving around the car is not to brush against the cover and of course NEVER lay anything on top of the cover. Remind them it is a car NOT a shelf.

If outside many ask about a waterproof cover but the smart guys in the car magazines always say a cover that breathes is best. They suggest it is better to let the paint get wet from rain, the sun dries the paint and cover together. The waterproof covers will trap moisture between the paint and the cover and the paint will come out as the loser. I suppose a waterproof cover (aka tarp) is really only effective if covering a parts car with glass or other openings missing that would invite mother nature inside.

## IMPROMPTU TECH SESSION

Submitted By  
Kathy Green

For those who haven't had the privilege of attending a monthly meeting, they are usually a lot of fun. We don't just talk about club business. We usually enjoy a good breakfast and a lot of great conversation. There is often also a lot of gearhead talk (which is usually over my head).

At the January meeting that gearhead stuff was more than just talk. We went out to head home and turned the key to the start position in the Lakewood only to have the engine die. We tried again, but the starter switch wouldn't move out of the 'On' position. Boy were we in luck—the gearheads were still there!

With a quiet tap on a couple of car windows, we had Tony Lawler, Randy Karl and Mike Piper circling the Lakewood ready to pounce (well, not really, but they were more than ready to help).

After several attempts to unlock the starter switch (which was solidly stuck on the 'On' position), the discussion ensued regarding whether to try to hot wire the car, or just call Hagerty for a tow. Since gearheads don't know how to spell the word 'tow', hot wire it was. I don't know what they actually had to do (John does), but they got the engine going and we were ready to roll, except...in an effort to warm up the engine I had climbed in and was showing Chris Kimberly what the problem was. Guess what? The starter switch which had been locked in the 'On' position moved, just enough to kill the engine, not enough to restart it. After the guys opened everything back up (profuse apologies abounded) and started her up again, we headed home.



Thanks to everyone who jumped in to help—if you miss a meeting, you miss a lot!!

**V.P. MESSAGE: YES, BUT IS IT ART?**

By Ken Schiffner  
PPCC Vice President

When I think of “art” things like paintings, photographs, sculpture, and music come to mind. These things spark visual, aural, and often wonderful responses when expertly combined. Producing art takes special talents that few of us have. As a result, we admire those who exhibit such talent.

In the opening credits sequence to the movie “To Kill a Mockingbird”, considerable such talent is on display. A child “artist” tosses a crayon into an old cigar box. The box contains, as we learn later, some of the things that Boo Radley left for the children. The crayon action, however, dislodges a multi-hewed marble that rolls slowly past our view. Then the marble strikes a stationary black and white marble causing that marble to move. As the black and white marble rolls away, Elmer Bernstein’s classic theme music rises. We are drawn in.

Within a few minutes, without realizing it, we have been introduced to the essence of the movie. The innocence of the crayon artist child, the gifts of seemingly little value but kept in a cigar box, and the black and white being set in motion.

With engineering and design, however, we often do not consider the result “art”. The products of that effort rolls past us. Those efforts may be even more complex in concept, design, and execution than that classic opening sequence.

Take the late model Corvair coupe. The engineers had to design the functional components and locate them for driver/passenger safety and comfort. The gas tank had to be located in a protected position. Room had to be allowed for access. Windows had to be sized and shaped for visibility. The engine and drive train had to fit into the package.

Then the designers had to wrap the underpinnings in a body that would be attractive to potential buyers. The design had to look different but not be too radical. The shape needed to catch the eye.



Mike Piper's 1965 Corsa Convertible

**V.P. MESSAGE: YES, BUT IS IT ART?**

By Ken Schiffner  
PPCC Vice President

They came up with a classic package. The unique roofline that immediately signifies a late model coupe. The slightly recessed rear panel. The lower two section rear grill that defines the vehicle centerline from the back and the hood crease that defines the centerline from the front. The trunk area that was tall enough for luggage but curved low enough for driver visibility.



**Kory & Gail Levin's 1966 Coupe**

A late model coupe rolls past like that marble. We look. It gets our attention.

If that is not art, what is?



**John & Kathy Green's 1968 Coupe**

**DRIP QUIPS****OFFICIAL CONVERSION CHART****HOW TO INTERPRET  
ANTIQUE CAR ADS****IF IT SAYS:****IT REALLY MEANS:**

Rare Model .....	Nobody liked them when new either
Older restoration .....	Can't tell it's been restored
Needs engine work .....	It's been frozen for 30 years
Uses no oil .....	Just throws it out
No rust .....	Body and fenders missing
Rough .....	It's too bad to lie about
One owner .....	Never been able to sell
No time to complete .....	Can't find parts anywhere
Needs interior .....	Seats are gone
Rebuilt engine .....	Has new spark plugs
May run .....	But it never has
Low Mileage .....	Third time around
Many new parts .....	Keeps breaking down
29 coats hand-rubbed paint .....	Needed that much to cover rust
Clean .....	It sat out in the rain yesterday
Best offer .....	About what I expect to get
Always driven slowly .....	Won't go any faster
Prize winner .....	Hard luck trophy 3 times in a row
Stored 25 years .....	Under a tree
Real show stopper .....	Orange with purple feathers
Easy restoration .....	Parts will come off in your hand
Ready to show .....	Just washed it
Top good .....	Only leaks when it rains
Good investment .....	Can't depreciate any more

*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>



**Sunday, February 16, 9:30am PPCC Monthly Meeting:** Valley Hi Golf Course, 610 Chelton Road, Colorado Springs.



**Saturday & Sunday, March 7-8, Pro Promotions 30th Annual Custom & Classic Motorcycle & Car Show:** Colorado Springs Event Center, 3960 Palmer Park Blvd. For information contact Jim Wear at 719-487-8005 or details available [here](#).



**Saturday, March 14, St. Patrick's Day Festival Parade:** 11:00 Staging, 12:00 Parade, Downtown Colorado Springs, CO. Information available [here](#).



**Sunday, March 15, 9:30am, PPCC Monthly Meeting:** Valley Hi Golf Course, 610 Chelton Road, Colorado Springs.



**Sunday, April 18, TBA, E-Days Car Show:** Colorado School of Mines, Golden CO. More information soon available [here](#).



**Sunday, April 19, 9:30am, PPCC Monthly Meeting:** Valley Hi Golf Course, 610 Chelton Road, Colorado Springs.



**May TBA, PPCC Annual 'Bug Out':** Grumpy Old Man Garage, Peyton, CO (get your car ready for Tri-State).



**May 15—17, Tri-State:** Make your reservations now at the Marriott Pyramid North, Albuquerque, NM. Mention 'Corvair Tri-State' for a special rate. Call 505-821-3333. Guest speaker Astronaut Harrison Hagan "Jack" Schmitt.



**Sunday, May 17, 19th Florence Merchants' Association Car Show, 9:00—3:00:** For those not traveling to Tri-State, this is always a great show. Information available [here](#).



**Saturday, May 23, Friends of Classic Vehicle Events 38th Antique & Special Interest Car Show:** the Abbey on Hwy 50 East of Canon City, CO. For information contact Bob Wade at 719-639-1301 or email: [bobws1941@comcast.net](mailto:bobws1941@comcast.net)



**Saturday, May 24, Ace Entertainment's American Hero's Car Show:** VA Clinic at 3141 Centennial Blvd, Colorado Springs, CO. 719-329-4736 or [www.aceent1.com](http://www.aceent1.com).



**May TBA, PPIR Spring Fling:** Pike's Peak International Raceway, 16650 Midway Ranch Road, Fountain, CO. This event features a car show, drag racing, camping, vendors, music & more. For information visit [www.ppir.com](http://www.ppir.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

## 2020 PPCC Activities, Cont.



**Sunday, June 14, 10:00—3:00, 37th Annual Concours D'Elegance & Exotic Sports Car Show:** For information visit the Concours website [here](#). Please note that although PPCC has received an invitation to this show, there will be a limited number of spots allotted. Interested members should contact Chris Kimberly for information.



**Saturday, June 20, 10:00—3:00 13th Annual Cruisin' Havana Classic Car Show and Poker Run:** For information visit the Havana Street website [here](#).



**Saturday, June 20, 12th Annual Castle Rock Cruise In:** For those not attending the Havana Cruise, this is a large, fun show at which PPCC has had representation for many years. For information visit the Cruise In website [here](#).



**Sunday, June 20, TBA, Ice Cream Social/Car Show with the Model A club:** More information on this fun Father's Day event to come.



**Sunday, June 26—28, NSRA Rocky Mountain Street Rod Nationals:** Detailed information available at the event site [here](#).



**July 6—11, 50th Annual Corvair National Convention:** San Diego, CA. Detailed information available at the event site [here](#).



**July 10-11, Thunder in the Valley Friday Night Cruise and Saturday Car Show:** Main Street, John Metcalf Park, 704 Ohio Ave, Fountain, CO. For information contact Aaron Twite, 719-645-0053 or [www.thunderinthevalleyshow.com](http://www.thunderinthevalleyshow.com).



**Saturday, July 11, 8:00-3:00, RockABillie Heat In the Valley Car Show:** John Metcalf Park, Fountain, CO. For more information see the show web site [here](#).



**Saturday, July 12, 8:00, El Paso County Fair Car Show:** El Paso County Fair and Events Center, 366 10th Street, Calhan, CO. For more information visit the fair web site [here](#).



**Saturday, July 18, St. John's Lutheran Church's 7th Annual Benefit Car Show:** St. Lutheran's Church, 790 Greydene Ave., Canon City. For information contact Gene Foster, 719-269-1095.



**Saturday, July 25, FREE Event sponsoring a Corvair Car Show, 9:00—3:00 (setup at 8:00):** Cripple Creek District Museum, 5th & Bennett, Cripple Creek. This is an invitation, Corvair only show.



**Sunday, August 1, CCCC Rocky Mountain Air & Ground Festival:** Information to follow.



**August TBA, 2020 Hi-Test Motor Show:** Information to follow.



**Sunday, August 16, Ace Entertainment's Old Colorado City Car Show:** Bancroft Park, 2408 W. Colorado Ave., Colorado Springs. 719-329-4736 or [www.aceent1.com](http://www.aceent1.com).



Icon indicates regularly scheduled PPCC meeting



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



## 2020 PPCC Activities, Cont.



**Saturday, September 12, 29th Annual Cruise Above the Clouds:** Woodland Park and Cripple Creek, CO . For information call 719-394-3678.



**Sunday, September 13, Ace Entertainment's American Hero's Car Show:** VA Clinic at 3141 Centennial Blvd, Colorado Springs, CO. 719-329-4736 or [www.aceent1.com](http://www.aceent1.com).



**September TBA, Pikes Peak Hot Rod Rock & Rumble:** Pike's Peak International Raceway, Fountain, CO.



**October TBA, Great Western Fan Belt Toss:** Palm Springs, CA. Information coming soon.



**October TBA, Great Plains Roundup Corvair Car Show:** Information coming soon.

### Recurring Local Events:



**First Saturday Car Show, Colorado Springs, CO:** 7:30 – 9:30 a.m. This local show is always set for the first Saturday of each month at First and Main Town Center, Colorado Springs, CO. 2020 dates have not yet been published. Watch for information [here](#) .



**Second Saturday Car Show, Colorado Springs, CO:** Planning is underway for the 2020 schedule and meeting site. Watch for information [here](#).



**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/>

SEE *You* THERE




Icon indicates regularly scheduled PPCC meeting



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



## Our Corvair Partners & Local Businesses Which PPCC Members Have Frequented 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](mailto:rearengine.steve@att.net)  
website: [www.rearenginespecialists.com](http://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!

**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 3775 So. Kalamath St.  
Fax (303) 806-9985 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!!

**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!

**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!!

**PLATTE AVENUE**  
TIRE  
AND  
AUTOMOTIVE  
SERVICE  
Over 30 Years Experience  
PLATTETIRE COM (719) 633-8799  
ACDelco 2701 E. PLATTE  
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!

**TAINT 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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**NEWSLETTER:** The Drip Line is currently a monthly publication of the Pikes Peak Corvair Club (PPCC), a chartered chapter of CORSA, the Corvair Society of America. Contents are copyrighted in the names of the authors and the PPCC. Articles can be reprinted in any CORSA Chapter 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 25th of the month prior to the month of publication. Email submissions may be sent to the Editor @ karmknecht@msn.com . Hard copies of information should be submitted via snail mail to: Pikes Peak Corvair Club, ATTN: Newsletter Editor, P.O. BOX 15034, Colorado Springs, CO 80935.

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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.

**19TH ANNUAL CORVETTE RAFFLE**

**WIN A 1966 CORVETTE CONVERTIBLE!**  
PURCHASED FROM PREVIOUS OWNER OF 29 YEARS IN OREGON.

Original Big Block Car (NOM)  
4 Speed  
Black Soft Top with Dark Blue Interior

**Colonel Crawford High School ALL SPORTS Booster Club**





**DRAWING HELD:  
APRIL 18, 2020**

ONLY 10,000 CHANCES AVAILABLE

Early Bird Drawing for \$1,000.00 on  
December 14, 2019

**Grand Prize:**  
**1966 Corvette Convertible**  
**or \$40,000.00**  
**2nd Prize: \$500.00**  
**3rd Prize: \$250.00**

**Donation**  
\$25.00/Ticket or  
5 for \$100.00

Booster Club reserves the right to return all  
money. Winner need not be present to win and  
is responsible for taxes and transportation.  
Taxes based on value of prize.  
For additional information call 419-569-9312.  
Visit [www.colcrawfordcorvetteraffle.com](http://www.colcrawfordcorvetteraffle.com)

Yes, I have seen one of your cars at a show or event.

\$25.00 x # of tickets \_\_\_\_\_ 5 tickets for \$100.00 \_\_\_\_\_

Name \_\_\_\_\_

Phone Orders, Checks, Money Orders, or Debit Cards Accepted  
All orders by mail or phone must be received by 12:00 Noon on April 18 for the drawing.

Address \_\_\_\_\_

Make checks payable to and mail:

C.C.A.B.C. or Col. Crawford Athletic Boosters Club-Dept HO  
PO Box 96, Galion, Ohio 44833

Phone \_\_\_\_\_

For information call: 419-569-9312 or 419-569-5178  
Col Crawford Eagles All Sports Booster Club is a 501 (c) (3) non-profit org.

# The Drip Line



The Next Meeting of the Pikes Peak Corvair Club will be held on March 15 at 9:30 a.m.. We'll meet at Valley Hi Golf Course, 610 Chelton Road, Colorado Springs

Come On,

Like us on Facebook!



Official Newsletter of the



Founded in 1977



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**On The Cover:** After a great meeting with a large turnout, Robbie Muehlbauer received some needed assistance with the carbs on his '63 convertible. Parking lot assistance was provided clockwise from left by:

*Duane Hayes, Debbie Anderson, Robbie Muehlbauer, Jon Anderson, and Joe Muehlbauer*

*Mark King and Jon Anderson*

*Joe Muehlbauer, Robbie Muehlbauer, Rick Beets, Mark King, Duane Hayes and Jon Anderson*

## PRESIDENT'S GLOVEBOX

By Mike Piper  
PPCC President

Yikes, here it is almost March already. Time sure flies.

A reminder, we're near the end of dues season so if you haven't paid and still wish to remain a club member, please get your dues sent in before Tony Lawler calls you. After he calls then I will call you... If it turns out people don't want to be members any longer please let us know why in case there is a trend showing something we need to fix.

We had (to me) a really good turnout for the February meeting and there were some faces there that were new to me. Thank you for coming to the meeting.

Despite a snowstorm every other day or so I've noticed the days are starting to get a little longer and when it isn't snowing we had some nice days in the last couple of weeks where I actually was able to open up the garage door to work on the cars with some sun shining in and some fresh air. This is a good sign. I've also noticed the geese that hang out at the lakes near my house seem to be on the move (fortunately with generally poor targeting of my vehicles). The mourning doves in the neighborhood have also been very vocal and I think I've generally seen more bird activity



although my wife is the expert. I drove my white '66 convertible to the club meeting which was great, and last Saturday I drove the red Corsa to lunch. I Haven't driven that car for four or five months with my injured noggin and all. If you haven't driven your car for a while and haven't used a battery maintainer, be sure to check that your car will start before you're in a rush somewhere and need to drag out the jumper cables. I also noticed it was putting out a fair amount of oil smoke when it started which is understandable since the cylinders are right about at oil level. Once my car was running it ran well and I enjoyed the outing.

One thing of a tech nature that Steve Goodman can address better but if your car has been sitting a while be sure to gently stop a few times before you really get serious. Both of my cars tended to pull to one side or the other during the first few stops but that went away within a few blocks of home.

Christine continues to have an extensive list of activities and the list is growing. It would be hard to make them all but I'm planning on the St. Patrick's Day Parade in Colorado Springs, the Tri-State in Albuquerque and The National Convention in San Diego for sure. San Diego in particular is going to take some thought to not roast in the hot weather, so I'd be curious about what people are planning to do.

**PRESIDENT, cont.**

By Mike Piper  
PPCC President

I believe Ken Schiffner has some updated insurance information on SeeMore so look for that in the near future. There is a Calendar of appearances in the works for SeeMore.

I've added a remote starter switch to my in-car tool collection so nobody will need to hotwire their cars if I'm present. Best way to avoid a problem is to have the tool and nature will be sure you don't need it. That's OK with me.

Meanwhile, everybody try to get your cars out and have some fun and enjoy whatever nice weather we can get. If you have a need or a question, please ask.

Mike

**V.P. MESSAGE: DOOHICKEYS**

By Ken Schiffner,  
PPCC Vice President

A "doohickey" is anything that has some sort of use or purpose but whose specific name escapes us. A "gadget" is maybe more specific than a doohickey.

Doohickeys are often designed to function with other doohickeys thus adding to some confusion. A gadget,

**DOOHICKEYS, cont**

however, such as the kind used to open a pickle jar, may be called a doohickey but not in a technical sense.

This came to mind when an old friend recently visited. She is the proud owner of a Tesla 3. When she arrived, she parked in my garage next to my 1964 Corvair. We connected the Tesla to my home electric outlet to slowly maintain the charge.

She showed me some of the numerous doohickeys that come standard on the Tesla. Example: to charge it, one just brings the charging cable near to the fitting near the driver's side taillight. Somehow, the access door opens like magic. A light starts to flash. When the charging plug is inserted and the other end is plugged into the house outlet, lights on the charging adapter flashes in chain sequence. Very entertaining. Why the door couldn't be opened just with a finger escapes me. Why the light flashing sequence is needed I don't know but it entertained. The Tesla reported that it was charging at 3 miles per hour while sitting still. I was impressed.



## Upcoming Meeting Dates

**Upcoming Meeting Locations**

**Sunday, March 15, 9:30 am:** PPCC Monthly Meeting, Valley Hi Golf Course

**Sunday, April 19, 9:30 am:** PPCC Monthly Meeting, Valley Hi Golf Course

**Sunday, May 17, 9:30 a.m.:** PPCC Monthly Meeting, Valley Hi Golf Course

**V.P. MESSAGE: DOOHICKEYS**

By Ken Schiffner  
PPCC Vice President



Door to Charging Doohickey

Inside, there is no “dashboard” in the conventional sense but may become the new conventional sense. Instead there is a centrally mounted display panel where all the information from the other doohickeys are displayed. With a touch, one can quickly learn what the other specific doohickeys are doing. It all comes with the cost of the vehicle.



Dash Panel Provides Convenient Access to Most Doohickeys

Some need more explanation.

There is the “whoopie cushion” sound. One can access an “Emissions Control” app which allows the owner to make all or any particular seat make a “gas escaping” sound when an unsuspecting passenger lands in that seat. Adding that important doohickey must have cost real money.

Then I thought of my Corvair. Story goes that to save a few dollars, GM didn’t install a doohickey that helped stabilize the handling. Boy do times change. I wondered, does the Corvair have ANY doohickeys?



Corvair Dimmer Doohickey?

So, with the Corvair, GM avoided doohickeys because GM I guess felt the customer wouldn’t pay for them but with Tesla, Tesla thought they would.

**MEETING MINUTES- February 16, 2020**

Valley Hi Golf Club

Submitted By  
Mary Ellen Feasel, PPCC Secretary

Meeting called to order at 10:03 a.m. by President Mike Piper at Valley High. Seventeen members present. Members made their 50/50 raffle purchases.

Mike Piper gave his Corvair story from 1973.

Motion to approve the last meetings minutes. Minutes approved.

Mail-Mary Ellen reported six dues renewals in the mail this month.

Treasurers report: Randy provided club finances. For information, contact a board member. To date 35 of our 52 members are current with dues payments.

Squirrel!!!!

SeeMore-Ken said trailer registration is in the works.

Ken regarding the National Convention. Gave an overview of the convention agenda. This info will be published in the Dripline. There is a possibility that we can have a SeeMore fundraiser at the convention banquet. People's choice will be at a park near the bay.

Events-Chris gave out a list of events proposed for the year, including club meeting dates. The first is the St. Patrick's Day Parade on March 14. Have five cars confirmed, room for three more. 11 a.m. is staging, parade starts at noon. The club entry fee is \$125, motion approved for club to pay entry fee.

April 18 is E-days. Registration is online.

**Kathy Green added that links to event registration are in the Dripline.**

May 2-Bugout at the Feasel's.

May 15-17-Tri-State gathering in Albuquerque, N.M.

May 23-Drive to Pueblo and attend Medal of Honor Memorial and Museum.

The list goes on. Her list will publish in the Dripline.

The club has been invited to a car show just for Corvairs in Cripple Creek on July 25 at the Museum. This was an exclusive invite to our club, Museum will be advertising this event. More to come

Until April 30 at the Forney Museum, Lead Sleds are on display. Mike Timmons dad has a car or two on display.

**MEETING MINUTES, cont.**

Submitted By  
Mary Ellen Feasel, PPCC Secretary

Open to the group-

Robbie asked for help on his carbs. Members recommended Steve Goodman and Dave Feasel. Mary Ellen told Robbie that if he wants to work on his car, Dave loves helping those who want to learn.

Star Cookie in CA has a very special engine for sale. Asking \$12K.

Discussed Dave Feasel's purchase of 11 Corvairs that were headed to crusher. Some have titles. Four earlies, one being a convertible. Seven lates. Some could be restored, others are for parts only. Some are already sold. And Mary Ellen added that despite her remarks in the email to the club she was fully aware of the acquisition and was with Dave when he made the deal.

Mike installed a starter relay.

Rick installed halogen headlights.

50/50 raffle held. \$52 pot. Robbie won, as "promised." \$26 for SeeMore.

Adjourned 10:55 a.m.

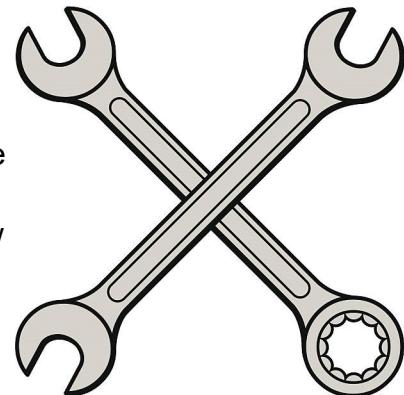


## TECH TIP: OLDIES BUT GOODIES

Submitted By  
Steve Goodman

This month let me remind everyone of a couple of OLD tech tips.

First when you are separating the engine from the diff/transaxle there is a bolt on each side of the bellhousing into the face of the differential. Size is 3/8 " x 16" with a 9/16" wrench size. These two bolt heads are a bit difficult to loosen because of interference from the heater outlets on the engine. After you fight the first time to remove the bolts take a minute and use a hacksaw to cut a slot (screwdriver slot) into the end of both bolts. Also clean the threads of course. When installing back into place now you can use a small screwdriver from the diff side to screw the bolts into place. Tighten with wrench and you have speeded up the work time. Next time powertrain is separated again the time saving of just loosen the bolt then unscrew with the screwdriver makes the job a bit easier.



Cleaning the threads of all of the bolts will help too as well as a bit of grease on the threads. The lube helps the threads in the aluminum parts stay sharp.

Next is removal of the heater hoses from the engine outlets. If the hoses are real rubber then the fit is easy and removal is just a bit of a twist of the hose then pull from outlet. BUT if the old GM or some of the aftermarket hoses with fabric then the grip is pretty tight. To help removal spray some WD-40 or ARMOR-ALL on the hose. Give the spray a few minutes to soak through the fabric too. This will loosen the grip of the loth material to the metal outlets. Again a twist of the hose will help break it loose from the metal outlet.

I also do a swipe of grease inside the ends of the hoses before re-installing. The grease will help when the hoses need to be removed the next time.

Remember to carefully check the heater hose clearances to axle shafts and the starter solenoid. Early cars use an rubber sleeve over the driver side hose to insulate from starter solenoid and battery cable end. Late cars have a hanger on each side to keep hoses from rubbing on axle shafts.

## CORVAIR RAFFLE—TIME IS RUNNING OUT!

The Corvair Preservation Foundation is holding a raffle and the lucky winner will receive a freshly-restored 1965 Corvair Monza Sport Coupe! The drawing for this car will be held May 15, 2020 in the Great State of Minnesota, USA. MN Lic. #GA19-000002. You need not be present for the drawing. The proceeds from the raffle will support the new Corvair Museum in Decatur, Illinois.



### The Raffle Car:

- ♦ 1965 Corvair Monza Sport Coupe.
  - 140 hp 4-carb Super Turbo-Aire engine. Powerglide automatic transmission.
  - Thoroughly reconditioned throughout with new paint, upholstery and many NOS parts
  - Ready to drive!

To purchase tickets, select [this link](#). (1) Specify the number of raffle tickets you wish to purchase, (2) Click on "Add to Cart", and (3) Click on the "Checkout" button.

If you haven't already purchased a ticket, don't delay. Wouldn't it be amazing to see this beauty join the PPCC family!

## ECLECTIC, ELECTRIC THOUGHTS

By Ken Schiffner  
PPCC Vice President

When a Corvair is driven, what powers it? Gasoline comes to mind, of course, but what about the oxygen and nitrogen in the combustion air. If the Corvair is going downhill, what about gravity? Gravity is helping it to move. Rolling resistance of the tires come into play. These factors, though minor, are there so why not consider them?

But, if asked, I guess most would just say "gasoline". Simpler that way. Maybe it is too "eclectic" to get into details. Sure, the combustion of the gasoline converts its carbon to carbon dioxide, carbon monoxide, and the hydrogen content is oxidized to water vapor. We tend to ignore those other things.

When an electric vehicle is driven, a good bet would be that most would say "electricity" or "battery power" powers it. The gravity would also apply to it as it would to the Corvair. The follow up question would be "but where does the electricity come from?" That does matter, doesn't it?

If that power comes from burning fossil fuels or natural gas, atmospheric pollutants are also unavoidably produced. Indeed, the power also comes from converting the fuel carbon and hydrogen to oxides. Every pound of carbon can only give up a specific, limited amount energy.

If the carbon is combusted in a power plant and then is delivered to the electric vehicle using power lines, etc., the electric vehicle is still powered by carbon combustion. CO<sub>2</sub> is still produced. If the power plant is coal fired, toxic mercury may be an unwelcome emission. The electric power is just an intermediary step. Digging deeper, there are losses in the power lines that do not apply to the gasoline powered vehicle.

Granted, if the electricity comes from wind, geothermal, or hydrothermal energy, then the argument goes that the electric vehicle is ecologically superior given the reduced emissions created in producing the power. The power, however, must still be delivered to the vehicle using power lines and there are losses in those lines. It isn't as "clean" as it might seem. Simpler just to ignore the losses.

With an electric vehicle equipped with batteries for energy storage, a temporary advantage appears. Upon deceleration, some energy can be recovered as the motor is converted into a generator. But hauling that heavy battery up hills takes power that your Corvair doesn't even need to produce. Electric vehicles are burdened with the need to cart around, for its entire useful life, the weight of the battery. What, if any, is the net advantage? Also, what is the cost of making the battery, shipping the battery to the vehicle assembly plant, and shipping the battery back for ultimate regeneration and/or disposal?

But right now, the great interest in electric vehicles seems to be ignoring or at least perhaps underestimating those costs. Too eclectic to think about the details.

It is simpler that way.



## **DRIP QUIPS**

### **Ahoy Matey!!**



**So who says you have to stay on dry land  
anyway?**

*If you have a fun, amusing, touching or interesting story or picture you think can bring a smile, an 'aaaaah' or an 'eeek', 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>



**Saturday & Sunday, March 7-8, Pro Promotions 30th Annual Custom & Classic Motorcycle & Car Show:** Colorado Springs Event Center, 3960 Palmer Park Blvd. For information contact Jim Wear at 719-487-8005 or details available [here](#).



**Saturday, March 14, St. Patrick's Day Festival Parade:** 11:00 Staging, 12:00 Parade, Downtown Colorado Springs, CO. Information available [here](#).



**Sunday, March 15, 9:30am, PPCC Monthly Meeting:** Valley Hi Golf Course, 610 Chelton Road, Colorado Springs.



**Sunday, April 18, E-Days Car Show:** Colorado School of Mines, Golden CO. More information soon available [here](#).



**Sunday, April 19, 9:30am, PPCC Monthly Meeting:** Valley Hi Golf Course, 610 Chelton Road, Colorado Springs.



**Saturday, May 2, PPCC Annual 'Bug Out':** Grumpy Old Man Garage, Peyton, CO (get your car ready for Tri-State).



**May 15—17, Tri-State:** Make your reservations now at the Marriott Pyramid North, Albuquerque, NM. Mention 'Corvair Tri-State' for a special rate. Call 505-821-3333. Guest speaker Astronaut Harrison Hagan "Jack" Schmitt. Information available [here](#).



**Sunday, May 17, 19th Florence Merchants' Association Car Show, 9:00—3:00:** For those not traveling to Tri-State, this is always a great show. Information available [here](#).



**Saturday, May 23, Club Drive to Pueblo, Leave Colorado Springs at 9:30:** We will visit the Medal of Honor Plaza Memorial & Museum and enjoy lunch in Pueblo.



**Saturday, May 23, Friends of Classic Vehicle Events 38th Antique & Special Interest Car Show:** The Abbey on Hwy 50 East of Canon City, CO. For information contact Bob Wade at 719-639-1301 or email: [bobws1941@comcast.net](mailto:bobws1941@comcast.net)



**Saturday, June 13, 8:00—3:00, Canon Car Club Car Show:** This show will be held at the Holy Cross Abby in Canon City.



**Sunday, June 14, 10:00—3:00, 37th Annual Concours D'Elegance & Exotic Sports Car Show:** For information visit the Concours website [here](#). Please note that although PPCC has received an invitation to this show, there will be a limited number of spots allotted. Interested members should contact Chris Kimberly for information.



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

## 2020 PPCC Activities, Cont.



**Saturday, June 20, 10:00—3:00 13th Annual Cruisin' Havana Classic Car Show and Poker**

**Run:** For information visit the Havana Street website [here](#).



**Saturday, June 20, 12th Annual Castle Rock Cruise In:** For those not attending the Havana Cruise, this is a large, fun show at which PPCC has had representation for many years. For information visit the Cruise In website [here](#).



**Sunday, June 21, Palmer Lake Ice Cream Social/Car Show with the Model A club:** More information on this fun Father's Day event to come. June club meeting will be held at this event.



**Sunday, June 26—28, NSRA Rocky Mountain Street Rod Nationals:** Detailed information available at the event site [here](#).



**July 6—11, 50th Annual Corvair National Convention:** San Diego, CA. Detailed information available at the event site [here](#).



**July 10-11, Thunder in the Valley Friday Night Cruise and Saturday Car Show:** Main Street, John Metcalf Park, 704 Ohio Ave, Fountain, CO. For information contact Aaron Twite, 719-645-0053 or [www.thunderinthevalleyshow.com](http://www.thunderinthevalleyshow.com).



**Saturday, July 11, 8:00-3:00, RockABillie Heat In the Valley Car Show:** John Metcalf Park, Fountain, CO. For more information see the show web site [here](#).



**Saturday, July 12, 8:00, El Paso County Fair Car Show:** El Paso County Fair and Events Center, 366 10th Street, Calhan, CO. For more information visit the fair web site [here](#).



**Saturday, July 18, St. John's Lutheran Church's 7th Annual Benefit Car Show:** St. Lutheran's Church, 790 Greydene Ave., Canon City. For information contact Gene Foster, 719-269-1095.



**Saturday, July 25, FREE Event sponsoring a Corvair Car Show, 9:00—3:00 (setup at 8:00):** Cripple Creek District Museum, 5th & Bennett, Cripple Creek. This is an invitation, Corvair only show.



**Sunday, August 8, CCCC Rocky Mountain Air & Ground Festival:** Information to follow.



**August TBA, 2020 Hi-Test Motor Show:** Information to follow.



**Sunday, August 16, Ace Entertainment's Old Colorado City Car Show:** Bancroft Park, 2408 W. Colorado Ave., Colorado Springs. 719-329-4736 or [www.aceent1.com](http://www.aceent1.com).



**Sunday, August 23, Club Meeting and Pot Luck at Green Mountain Falls Park, Time TBA**



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

## 2020 PPCC Activities, Cont.



**August 28-30, Pikes Peak Hot Rod Rock & Rumble:** Pike's Peak International Raceway, Fountain, CO.



**Saturday, September 12, 29th Annual Cruise Above the Clouds:** Woodland Park and Cripple Creek, CO. For information call 719-394-3678.



**October TBA, Great Western Fan Belt Toss:** Palm Springs, CA. Information coming soon.



**October TBA, Great Plains Roundup Corvair Car Show:** Information coming soon.

### Recurring Local Events:



**First Saturday Car Show, Colorado Springs, CO:** 7:30 – 9:30 a.m. This local show is always set for the first Saturday of each month at First and Main Town Center, Colorado Springs, CO. 2020 dates have not yet been published. Watch for information [here](#).



**Second Saturday Car Show, Colorado Springs, CO:** Planning is underway for the 2020 schedule and meeting site. Watch for information [here](#).



**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. Oversized 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/>

SEE *You* THERE



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

## Our Corvair Partners & Local Businesses Which PPCC Members Have Frequented 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](mailto:rearengine.steve@att.net)  
website: [www.rearenginespecialists.com](http://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!

**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 3775 So. Kalamath St.  
Fax (303) 806-9985 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!!

**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!

**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!!

**PLATTE AVENUE**  
TIRE  
AND  
AUTOMOTIVE  
SERVICE  
Over 30 Years Experience  
PLATTETIRE COM (719) 633-8799  
ACDelco 2701 E. PLATTE  
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!

**TAINT 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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**WIN A 1966 CORVETTE CONVERTIBLE!**  
PURCHASED FROM PREVIOUS OWNER OF 29 YEARS IN OREGON.

Original Big Block Car (NOM)  
4 Speed  
Black Soft Top with Dark Blue Interior





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**2019-2020**



**DRAWING HELD:  
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**Grand Prize:**  
**1966 Corvette Convertible**  
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Donation  
\$25.00/Ticket or  
5 for \$100.00

Booster Club reserves the right to return all money. Winner need not be present to win and is responsible for taxes and transportation. Taxes based on value of prize. For additional information call 419-569-9312. Visit [www.colcrawfordcorvetteraffle.com](http://www.colcrawfordcorvetteraffle.com)

Yes, I have seen one of your cars at a show or event.

\$25.00 x # of tickets \_\_\_\_\_ 5 tickets for \$100.00 \_\_\_\_\_

Name \_\_\_\_\_

Phone Orders, Checks, Money Orders, or Debit Cards Accepted  
All orders by mail or phone must be received by 12:00 Noon on April 18 for the drawing.

Address \_\_\_\_\_

Make checks payable to and mail:

C.C.A.B.C. or Col. Crawford Athletic Boosters Club-Dept HO  
PO Box 96, Galion, Ohio 44833

Phone \_\_\_\_\_

For information call: 419-569-9312 or 419-569-5178  
Col Crawford Eagles All Sports Booster Club is a 501 (c) (3) non-profit org.

# The Drip Line



The April meeting of the Pikes Peak Corvair Club will not be held out of an abundance of caution during these challenging times. Information on our next meeting will be forthcoming as we navigate Covid-19.

*Come On,*

*Like us on Facebook!*



Official Newsletter of the



Founded in 1977



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**On The Cover:** After the last meeting a caravan traveled through the beautifully frosted trees to Feasel's Rusty Nuts Garage where a team worked on Chris's wiper fluid switch. Pictured is Chris Kimberly's 1964 Baby Blue Monza Convertible, glimmering in front of a sparkling tree.

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**PRESIDENT'S GLOVEBOX**

By Mike Piper  
PPCC President

Now here it is April and I'm sure almost none of us saw the impact of COVID-19 coming. I hope everybody is feeling OK and doing OK with remote working and social distancing. Truthfully, I tend to miss my co-workers and my pets are generally cool, but working with a large bird screaming over my shoulder is a bit trying, and our cat has moments of insanity with related crashing and banging. I have the spray bottle and showed it to the bird earlier. Karen is also working remotely and we have our oldest grandson here because CSU is shut down and we have our next to youngest grandson during the day because Jeffco schools are closed and my son's employer has no accommodations in place for parents who don't have other childcare options. I imagine my situation is not completely unique.

We had a good turnout for our March meeting, and I hope nobody had any ill effects or concerns. Several of us went to the Feasel's afterward to look at the assortment of cars Dave already had, and what he recently picked up. He has quite an assortment and many loose parts.

We're all wondering what planned Corvair events will



and won't take place in the next month or two. I have two bags of Dollar Store Saint Patrick's Day parade decorations on hand in case anybody still needs them. In the end it was probably good I did not participate because I took my Corsa to the shop for an alignment last week and they discovered one of my wheel cylinders is leaking and I have a significant crack in my left front lower control arm. I'm now hunting parts (Mary Ellen, I know where you and Dave live).

The last I saw in my email (Comcast has decided I can't send email, but I get them), the Tri-State is still on in Albuquerque. Maybe before May the various restrictions will be lifted or extended so we'll be more certain. I have not looked to see about the Corsa National Convention but that is even further off. Christine can give us an update on other events.

The PPCC board should meet (probably via Skype) to decide if we should have our April meeting. We may need to do our April meeting in a park spaced 6' apart if the various dining rooms remain closed. I was wondering why none of the board members agreed or disagreed with a Skype board meeting until I discovered my emails were not making it out. If we don't have a decision before the Dripline goes out, we'll do a blast email. We also need to decide tentatively about a May meeting as well.

**PRESIDENT, cont.**By Mike Piper  
PPCC President

We're looking forward to a membership dues update from Tony, so I will know the list of folks I need to call to persuade to pay their dues.

Before our last snowstorm there was a plan in place to get the SeeMore trailer VIN verification and weighing done so legal license plates can be obtained. I believe there are also other updates in the works.

Finally, I hope next month will have more fun things to talk about versus hunkering down at home. My convertibles leak enough air that I might as well be outside while driving them so I'll do what I can to get out and drive them between snowstorms. I hope you all can too.

Mike

**V.P. MESSAGE:  
SILLINESS**By Ken Schiffner,  
PPCC Vice President

Given April Fool's and all that, it might be time to discuss automotive silliness.

Perhaps you recall the "Tiger in the Tank" promo by Esso (Exxon) gasoline? You'd get this little stuffed tiger tail and attach it to the filler pipe (or door) and passers-by would, it was hoped, think you really had a Tiger in Your Tank. (Disclaimer, you didn't).

**SILLINESS, cont.**

Somewhat related but in a macabre way, would be the classic "body in the trunk" gag. This one was targeted for the amusement



(whether they liked it or not) of the people in the car following you. The arm, hand, foot, or other replica body



part would be fitted to hang out the back of your gate or trunk.

Then there was the fuzzy dice. No need for explanation.



## Upcoming Meeting Dates

**Upcoming Meeting Locations**

**Sunday, April 19, our meeting will be cancelled.**

**Sunday, May 17, we will share time and location when we have that information.**

**Sunday, June 21 at the Palmer Lake Ice Cream Social**

**V.P. MESSAGE: SILLINESS**

By Ken Schiffner  
PPCC Vice President

Then there was the “suicide knob” that for some reason folks would attach to their steering wheel. This Ramp-side had one. Better make sure it was on tight.



Or how about the ball at the top of the antenna? All kinds were available and were used for advertising or just for giggles (or accidentally bending the antenna). The 76 gasoline and Jack in the Box come to mind. Didn’t work well with a power antenna though.



I had an idea. This one would be used to hopefully defuse road rage events. It would use the classic “Punching Nun” puppet. Maybe call her “Raging Sister Ruth”. She’d be used when “divine” intervention might be needed. You’d just calmly wind down your window, avoid eye contact, get Ruth ready, and keeping your foot firmly on the accelerator pedal.....

**POW!**



Or better yet, maybe not.

(Thanks to Bing Images for the photos)

## MEETING MINUTES- March 15, 2020

Valley Hi Golf Club

Submitted By  
Mary Ellen Feasel, PPCC Secretary

Meeting called to order at 9:58 a.m. by President Mike Piper at Valley High. Fifteen members present. Members made their 50/50 raffle purchases.

**M**

Mike Piper presented John Green with his new badge, signifying him as a past president.

**E**

Motion to approve the last meetings minutes. Minutes approved.

**E**

**Mail:** Mary Ellen reported flyers for future car shows (given to Chris Kimberly), dues payment in the mail. In response to Chris' information last month about John Glusick, she sent a get well card to him.

**T**

**Treasurers report:** Please contact a PPCC Board member for details on the Treasurer's Report.

**I**

To date 33 of our 52 members are current with dues payments. Tony to bring the roster up-to-date this week, and contact those who have not renewed.

**N**

Randy also added that with the cancellation of the St. Patrick's Day parade, it's still being determined if the club will get a refund. More to come on that matter.

**G**

**SeeMore:** trailer has temp. plates. Rick and Tony will pick up the trailer today. The trailer needs VIN verification and has to be weighed to complete the registration process. SeeMore's first appearance will be June 14 at the Concourse.

Discussion regarding the acquisition of a feather flag base for display on pavement.

**M**

**Events:** Chris reported the Pinewood Derby has been cancelled, E days may be cancelled too. (Membership can refer to the Events calendar for these event dates).

**I**

**May 2** is the BugOut at the Feasel's. Maybe a potluck. Six present confirmed their interest in attending.

**N**

Date of May meeting time and place still being determined.

**U**

No formal tech session.

**T**

Tony shared that the valve seat dropped in his car. He had Steve work on it. Tony recently put the repaired part in his car. Tony's Rampside is running but recently the fuel pump died.

**E**

Dave Feasel has a Rampside for sale. It is the Rampside he did some engine work on.

**S**

There was a discussion on oils to use in our cars. It was very informative. Kathy asked the Rick and Tony write up an article for the Dripline.

50/50 pot was \$50. Rick won and donated his part to SeeMore fund.

10:50 a.m. Meeting adjourned.

## THOUGHTS FROM YOUR EDITOR (AND KEN)

Submitted By  
Kathy Green

We are indeed living in an interesting time in history. For the first time I can remember in my life, many of the things we assumed would 'always be there' have changed. Restaurants can only offer take-out or delivery, worship services are offered via YouTube or Vimeo or Facebook, going to the grocery store seems like you're taking your life in your hands, often only to find the shelves have emptied, visiting loved ones in retirement communities is off limits, schools are closed, many 'non-essential' businesses are closed, we see our local and national leaders on TV every day providing updates. Indeed it is an interesting time.

But, some things remain consistent. The same people who would run into a burning building to save a person during 'ordinary' times are still there to help us, our Emergency responders, Health Care Workers, Teachers, Grocery Store Workers, Truck Drivers, Delivery Drivers, Restaurant workers and many, many more are on the line, doing what they do to take care of the rest of us. We are so grateful for all that are doing their part.

For the rest of us, we must do our part as well. With the recent shelter in place, stay at home, and social distancing orders that have been placed on all of us, we'd like to see how you're passing the time. Ken provided the following as a starting place for conversation. Please send your thoughts to your humble editor, and we'll plan to include what you're doing to beat the bore-dome in our May publication (since The Drip Line is read by *many* people across the country, please keep it PG).



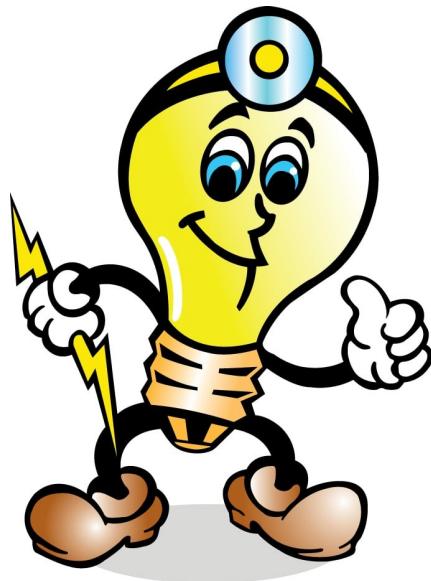
From Ken:

I like books so I'm hunkering with some of them. One in particular might be appropriate. "The Arsenal of Democracy" by A.J. Baime. Pre-WWII, our government foresaw the need to four (4) engine bombers. Germany was an existing and increasing threat (much like a virus but worse). Consolidated Aircraft had a design. The B-24. Ford Motor Company was building cars but, with some effort, said they could build the B-24 (today, could they make masks and ventilators?). Ford took an open field and with corporate and federal funding built what became the world's largest airplane factory. They built a concrete airport nearby. By the end of the War they were building more than one B-24 per hour! That plant became Willow Run and went on to somewhat lesser fame as a manufacturing place for the Corvair.

## TECH TIP: TOOLS TO HELP WITH ELECTRICAL ISSUES

Submitted By  
Steve Goodman

After John and Kathy Greens' wagon ignition switch failed earlier this year I thought about the tools I carry in my car to either troubleshoot problems OR a 'work-around' to make the car go again.



**12V test light**--this is the tool that looks like an ice pick with a wire and clip coming out of the handle and a light bulb inside the handle. It is perfect for the quick check to see if voltage is present at a plug or even in the middle of a wire.

**Jumper wires**--easy to make yourself, just use 14ga wire 2-4 feet long and add clips on the ends. Insulated clips are best. A couple of the leads are nice and on one of them add a larger clip on one end so it is easy to attach to battery cable end.

**Digital volt/ohm meter**--the digital/direct reading meter is more accurate than the old meter with a swing hand. Buy one with automatic shut off to

save the battery too. It is easy to forget you have it turned on.

**Remote starter button**--easy to make and very similar to jumper leads above. Two wires with clips on one end and they attach to a common pushbutton starter switch. Chrysler products used HD switch for years and easy to find in parts stores. One wire to each terminal on the switch and properly insulated afterwards. One wire should have large clip to attach to pos (+) post of battery and a smaller clip that attaches to either purple wire from main wiring harness in engine bay OR harder to reach S terminal of the starter solenoid. Always ensure being in neutral and e-brake on before using the remote button. *footnote: if the purple wire location isn't known please ask many of the members and they will show you the location of the wire and plug.*

One last comment about my word 'add' or 'attach'. Of course I am meaning using terminal ends or better yet soldering the wires to the clips and terminal ends and not doing just a crimp. Yes the crimp will be good but solder ensures a good connection. I use heat shrink tubing over the connection ends too.

## TRI-STATE UPDATE

Submitted By  
Dave Allin, CNM

A note from Dave Allin, Corvairs of New Mexico club president

### CNM AND COVID-19

The coronavirus situation in our country is dire, and no one can predict with any certainty when it will improve. As you should already know, we have canceled our meeting for April. Beyond that, it is simply not possible to make any firm decisions about meetings or other activities,

The Tri-State presents a very different and difficult decision. Obviously, we would all like it to happen, especially since we have spent so much time and effort into arranging and preparing for it. Whether it is allowed to occur is currently beyond our control, and it is simply far too early to officially announce its cancellation. We signed a contract with Marriott, which in return provided us with special hotel rates and wonderful support for our event, but that contract has a fairly strict, but normal, cancellation clause. If we choose, on our own, to cancel the event, we would be subject to very serious financial penalties, amounting to several thousand dollars. The contract does, however, include a clause that says if the event is canceled due to circumstances beyond our control, such as an act of war, a natural disaster, or government regulations, then we would not owe them anything.

Right now there are no official restrictions on gatherings that extend into May, so we have no basis for cancellation without penalty. We also have no logical reason to cancel yet, since we do not know what the situation will be by then. There is no benefit for our guests if we cancel early, since the only expenses they have so far incurred are the hotel reservations and their banquet checks. The hotel normally allows free cancellation up to 48 hours prior to the stay, and we can return the money sent to us for the banquet at any time. Therefore it makes sense to continue planning for the Tri-State, in the hopes that the pandemic will have subsided by then. If, however, the situation worsens, and the state or federal government extends restrictions into May, then we can cancel without penalty and notify our guests once that becomes official.

The only potential problem is due to the uncertainty. For our guests to get the special rate for the hotel rooms, they must make reservations by April 24. Many potential participants might want to wait to make their reservations, to see what will happen, and then miss the cut-off date if the event goes ahead as planned. My recommendation is that people who think they might come go ahead and make the reservations and ensure they get the special rate. If the event is canceled due to government restrictions, the hotel would then have to accept their cancellations without penalty, so there is nothing to lose.

In summary, we will continue to plan on having the Tri-State meet in May, unless and until we are forced to cancel by government restrictions. The April club meeting is already canceled. We will plan on having the May club meeting until such time as we have to cancel it, and if so, will send out emails and postcards.

Meanwhile, stay at home and avoid contact with anyone outside your family. On the bright side, the improving weather allows you to take your Corvair for a drive or work on it in your driveway. It has been said that sunshine diminishes the longevity and effectiveness of the virus, but I cannot confirm that. It feels good, though. Stay safe.

Dave Allin

## CORVAIR VINDICATION DAY

Submitted By  
Chris Kimberly

The following story was shared by Chris Kimberly via Dusty Dodge and is posted at:

<https://autos.yahoo.com/corvair-vindication-day-coming-220932028.html>

### It's time to set the record straight.

The [Chevrolet Corvair](#) has an unfortunately notorious reputation among the general US populace, [thanks to Ralph Nader](#). Whether it was through good intentions or a desire for instant fame, the then-young consumer advocate published *Unsafe at Any Speed* in 1965. That book effectively killed the Corvair, which shambled on for a few years before being cancelled by GM. Now Corvair Vindication Day seeks to set the record straight about the [car](#).

Organized by Nick Gigante, Corvair Vindication Day involves Corvair owners and their cars gathering around Nader's American Museum of Tort Law. Inside is a display of a 1963 [Chevrolet](#) Corvair, something Gigante feels is misleading since he says, "there's no actual tort on the Corvair."



Corvair Vindication Day is Coming

Many people still believe the Chevy Corvair is a fundamentally dangerous car thanks to a faulty design. By having the display pulled from the museum, Gigante feels like misconceptions would not be perpetuated.



Corvair Vindication Day is Coming

A report issued in 1972 by the National Highway Traffic Safety Administration concluded the

## CORVAIR VINDICATION DAY

Submitted By  
Chris Kimberly

rear suspension on the 1960-1963 Corvair didn't substantially lead to a loss of control for the driver, despite claims to the contrary. It also stated the car didn't pose more of a rollover risk than comparable compacts at the time.

To be fair, Nader has made strides toward building bridges he burned so long ago. For example, when he was inducted into the Automotive Hall of Fame there was a 1960 Chevy Corvair on the stage. The man has also been to many Corvair enthusiast gatherings. But that reportedly doesn't seem to be enough for everyone to be satisfied.

While many have championed the misunderstood Corvair because they've fallen in love with the unusual design for an American car, for Gigante this fight is personal. After all it was his grandfather, Frank Winchell, who was the Chevrolet research and development head when GM was fighting dozens and dozens of lawsuits tied to the car. Winchell and his team built models to use in his expert testimony, helping to refute claims against the auto giant.

If you're interested in participating in Corvair Vindication Day, it will be held on July 20, 2020 from 1-5 pm ET at the American Museum of Tort Law in Winsted, Connecticut. Check out the [event's Facebook page](#) for updates and more details.

Source: Hemmings

Photos credit: GM

## HUNKER

Submitted By  
Ken Schiffner

To the average citizen, "to hunker" means committing yourself to a possibly unending jail term at home. That sentence might include eventually eating whatever is left in the cupboard and refrigerator, regardless of the expiration date. In general terms, "to hunker" means to squat to bend over. To "hunker down" means the squatting occurs over an extended period of time. "Death" means to hunker down terminally.

To a Corvair owner, "to hunker" adds additional meanings. For example:

- Say you drop your keys and then need to both pick up the keys AND move the trunk lock cover to be able to unlock the trunk. (Let's also say it is raining). Got to be done in steps. You first need to hunker to pick up the keys and then might need to hunker again to flip open the little door GM provided over the lock. Experience often shows that the door doesn't stay open. A second hunker may be needed...and an unwelcome opportunity is provided to drop the keys again. Multiple hunkers are not uncommon.
- Then there is the "inspection hunker". In this one you need to bend at the knees (or maybe do a full squat) to look to see if your valve cover leak is on the right side, the left, or both. While you are down there, better check that pan gasket too.
- Tires don't escape a hunker. You hunker down to inspect your front tires to see if they are worn from toe in, toe out, or simply neglect. (You didn't check the tire pressure because you dropped the tire pressure gauge and no amount of past hunkering could find it).
- Then there is the engine hunker. Like when the bolt holding the coil bracket falls into the oily well behind the harmonic balancer. The bolt was specially sized by GM to be small enough not to be easily seen when dropped. (Luckily someone invented the "magnet", but don't drop that or you'll need to do a dreaded subsequent hunker).
- The interior doesn't get a pass. You need to squat, bend, and twist to be able to inspect the ventilator doors to find out why they won't close completely and why your kneecaps get frozen in the winter.

This is not to downplay or make light of the importance on hunkering during a contagious virus pandemic. Corvair people know how to hunker.

## MORE ECLECTIC, ELECTRICS

By Ken Schiffner  
PPCC Vice President

The recent article regarding electric vehicles generated some interesting responses.

First, let me say that I am in favor of electric vehicles (EVs). The pressure to reduce CO2 emissions and to utilize the advantage of torque produced at low rotational speeds favor electric propulsion. Fossil fuels once combusted are combusted. The CO2 produced, even if sequestered and used in some other fashion is still CO2. I admire those folks who are pioneers in the use of EVs since there is still much to be learned. They are part of the learning process.

But, as mentioned in the previous article, simplification tends to hide the drawbacks. It is unclear what the true cost of collecting, processing, and recycling the batteries is. Comparing miles per gallon efficiency of your Corvair to an electric vehicle should also include the “cradle to grave” cost of an electric vehicle. Currently, the former is known but the latter is, well, eclectic. Technology for battery recycling is known, for example, and it isn’t cheap. That is a cost.

When GM built ElectroVair II, one significant factor was the added weight. Though batteries today are of higher efficiency and lower weight, battery weight is a quantifiable factor in determining the true cost of EV operation and ownership. GM had to beef up the braking system and suspension of ElectroVair II to address the weight issue. In those days, the relay logic to control the drive motor was heavy and complex but those controls did not then and do not now exist in a gasoline powered vehicle. The cost of removing and shipping an electric vehicle battery to a facility for recycling is a valid cost of ownership cradle to grave. We don’t hear much about that.

In fairness, the environmental cost of collecting and sequestering CO2 from gasoline combustion is also a factor that shouldn’t be ignored. My career was one of air pollution control and gas absorption. I know the difficulty of controlling CO2 emissions. I’ve also learned about the negative aspects of oil and gas recovery (fracking chemical residuals, radon and radium, barium, coal pile radioactivity, and unwanted hydrocarbons, etc.). Cost of treating those pollutants is also a valid cost to society.

For me, the electric vehicle age will not be truly born until the power comes from renewable sources and the economics of electric distribution and battery manufacture and renewal or disposal is quantified. Time will tell. I do believe the advantages of electric will eventually overtake fossil fuel powered (directly or indirectly) vehicles but a true cost comparison is needed.

Us Corvair owners will need to be able to explain what a gas tank, fuel pump, carburetor, muffler and exhaust pipe are. And explain, except for maybe the cigarette lighter socket, that there is no place to plug it in.



## **CORVAIR RAFFLE—TIME IS RUNNING OUT!**

The Corvair Preservation Foundation is holding a raffle and the lucky winner will receive a freshly-restored 1965 Corvair Monza Sport Coupe! The drawing for this car will be held May 15, 2020 in the Great State of Minnesota, USA. MN Lic. #GA19-000002. You need not be present for the drawing. The proceeds from the raffle will support the new Corvair Museum in Decatur, Illinois.



### **The Raffle Car:**

- ♦ 1965 Corvair Monza Sport Coupe.
  - 140 hp 4-carb Super Turbo-Aire engine. Powerglide automatic transmission.
  - Thoroughly reconditioned throughout with new paint, upholstery and many NOS parts
  - Ready to drive!

To purchase tickets, select [this link](#). (1) Specify the number of raffle tickets you wish to purchase, (2) Click on "Add to Cart", and (3) Click on the "Checkout" button.

If you haven't already purchased a ticket, don't delay. Wouldn't it be amazing to see this beauty join the PPCC family!

## DRIP QUIPS

*As published in the Denver Post, February 29, 2020*



Pluggers ponder the deep questions of the universe.

*If you have a fun, amusing, touching or interesting story or picture you think can bring a smile, an 'aaaaah' or an 'eeek', 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>



**Saturday, April 18, E-Days Car Show:** Based on the information at [E-Days](#), it appears that all E-Date activities are being cancelled. If this changes, you'll receive information ASAP.



**Saturday, May 2, PPCC Annual 'Bug Out':** Grumpy Old Man Garage, Peyton, CO (get your car ready for Tri-State). Should Tri-State be cancelled, more information on a general update session will be available.



**May 15—17, Tri-State:** Make your reservations now at the Marriott Pyramid North, Albuquerque, NM. Mention 'Corvair Tri-State' for a special rate. Call 505-821-3333. Guest speaker Astronaut Harrison Hagan "Jack" Schmitt. Information available [here](#).



**Saturday, May 23, Club Drive to Pueblo, Leave Colorado Springs at 9:30:** We will visit the Medal of Honor Plaza Memorial & Museum and enjoy lunch in Pueblo.



**Saturday, June 6, 9:00—6:30, Hi-Test Motor Show:** This annual fund raiser supports the Elbert County FFA. Registration and information available [here](#).



**Saturday, June 13, 8:00—3:00, Canon Car Club Car Show:** This show will be held at the Holy Cross Abby in Canon City. Information available [here](#).



**Sunday, June 14, 10:00—3:00, 37th Annual Concours D'Elegance & Exotic Sports Car Show:** For information visit the Concours website [here](#). *Please note that although PPCC has received an invitation to this show, there will be a limited number of spots allotted. Interested members should contact Chris Kimberly for information.*



**Saturday, June 20, 10:00—3:00 13th Annual Cruisin' Havana Classic Car Show and Poker Run:** For information visit the Havana Street website [here](#).



**Saturday, June 20, 12th Annual Castle Rock Cruise In:** For those not attending the Havana Cruise, this is a large, fun show at which PPCC has had representation for many years. For information visit the Cruise In website [here](#).



**Sunday, June 21, Palmer Lake Ice Cream Social/Car Show with the Model A club:** More information on this fun Father's Day event to come. June club meeting will be held at this event.



**Sunday, June 26—28, NSRA Rocky Mountain Street Rod Nationals:** Detailed information available at the event site [here](#).



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

## 2020 PPCC Activities, Cont.



**July 6—11, 50th Annual Corvair National Convention:** San Diego, CA. Detailed information available at the event site [here](#).



**July 10-11, Thunder in the Valley Friday Night Cruise and Saturday Car Show:** Main Street, John Metcalf Park, 704 Ohio Ave, Fountain, CO. For information contact Aaron Twite, 719-645-0053 or [www.thunderinthevalleyshow.com](http://www.thunderinthevalleyshow.com).



**Saturday, July 11, 8:00-3:00, RockABillie Heat In the Valley Car Show:** John Metcalf Park, Fountain, CO. For more information see the show web site [here](#).



**Saturday, July 12, 8:00, El Paso County Fair Car Show:** El Paso County Fair and Events Center, 366 10th Street, Calhan, CO. For more information visit the fair web site [here](#).



**Saturday, July 18, St. John's Lutheran Church's 7th Annual Benefit Car Show:** St. Lutheran's Church, 790 Greydene Ave., Canon City. For information contact Gene Foster, 719-269-1095.



**Sunday, July 19, PPCC Meeting:** Time and Location TBA.



**Saturday, July 25, FREE Event sponsoring a Corvair Car Show, 9:00—3:00 (setup at 8:00):** Cripple Creek District Museum, 5th & Bennett, Cripple Creek. This is an invitation, Corvair only show.



**Sunday, August 8, CCCC Rocky Mountain Air & Ground Festival:** Information to follow.



**Sunday, August 16, Ace Entertainment's Old Colorado City Car Show:** Bancroft Park, 2408 W. Colorado Ave., Colorado Springs. 719-329-4736 or [www.aceent1.com](http://www.aceent1.com).



**Sunday, August 23, Club Meeting and Pot Luck at Green Mountain Falls Park, Time TBA**



**August 28-30, Pikes Peak Hot Rod Rock & Rumble:** Pike's Peak International Raceway, Fountain, CO.



**Saturday, September 12, 29th Annual Cruise Above the Clouds:** Woodland Park and Cripple Creek, CO. For information call 719-394-3678.



**October 2-4, Great Plains Corvair Roundup:** The host hotel is the Wyndham River Front Little Rock AR 2 Riverfront Pl, North Little Rock, AR 72114 Phone: (501) 371-9000.



**October TBA, Great Western Fan Belt Toss:** Palm Springs, CA. Information coming soon.



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

## 2020 PPCC Activities, Cont.

### Recurring Local Events:



**First Saturday Car Show, Colorado Springs, CO:** 7:30 – 9:30 a.m. This local show is always set for the first Saturday of each month at First and Main Town Center, Colorado Springs, CO. 2020 dates have not yet been published. Watch for information [here](#).



**Second Saturday Car Show, Colorado Springs, CO:** Planning is underway for the 2020 schedule and meeting site. Watch for information [here](#).



**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/>

**Note:** As events are cancelled or rescheduled 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 to the best of our knowledge.

SEE *You* THERE




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

## Our Corvair Partners & Local Businesses Which PPCC Members Have Frequented 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](mailto:rearengine.steve@att.net)  
website: [www.rearenginespecialists.com](http://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!

**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 3775 So. Kalamath St.  
Fax (303) 806-9985 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!!

**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!

**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!!

**PLATTE AVENUE**  
TIRE  
AND  
AUTOMOTIVE  
SERVICE  
Over 30 Years Experience  
PLATTETIRE COM (719) 633-8799  
ACDelco 2701 E. PLATTE  
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!

**TAINT 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.

## **Pikes Peak Corvair Club Contacts**

President	Mike Piper	720/255/1007	Mapiper3 at comcast.net	Board
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Member at Large	Jerry Peevyhouse		Kpvhouse53 at msn.com	Board
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**NEWSLETTER:** The Drip Line is currently a monthly publication of the Pikes Peak Corvair Club (PPCC), a chartered chapter of CORSA, the Corvair Society of America. Contents are copyrighted in the names of the authors and the PPCC. Articles can be reprinted in any CORSA Chapter 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 25th of the month prior to the month of publication. Email submissions may be sent to the Editor @ karmknecht@msn.com . Hard copies of information should be submitted via snail mail to: Pikes Peak Corvair Club, ATTN: Newsletter Editor, P.O. BOX 15034, Colorado Springs, CO 80935.

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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.

**19TH ANNUAL CORVETTE RAFFLE**

**2019-2020**

**Colonel Crawford High School ALL SPORTS Booster Club**

**WIN A 1966 CORVETTE CONVERTIBLE!**  
PURCHASED FROM PREVIOUS OWNER OF 29 YEARS IN OREGON.

Original Big Block Car (NOM)  
4 Speed  
Black Soft Top with Dark Blue Interior





**DRAWING HELD:  
APRIL 18, 2020**

ONLY 10,000 CHANCES AVAILABLE

Early Bird Drawing for \$1,000.00 on  
December 14, 2019

**Grand Prize:**  
**1966 Corvette Convertible**  
**or \$40,000.00**  
**2nd Prize: \$500.00**  
**3rd Prize: \$250.00**

Donation  
\$25.00/Ticket or  
5 for \$100.00

Booster Club reserves the right to return all money. Winner need not be present to win and is responsible for taxes and transportation. Taxes based on value of prize. For additional information call 419-569-9312. Visit [www.colcrawfordcorvetteraffle.com](http://www.colcrawfordcorvetteraffle.com)

Yes, I have seen one of your cars at a show or event.

\$25.00 x # of tickets \_\_\_\_\_ 5 tickets for \$100.00 \_\_\_\_\_

Name \_\_\_\_\_

Phone Orders, Checks, Money Orders, or Debit Cards Accepted  
All orders by mail or phone must be received by 12:00 Noon on April 18 for the drawing.

Address \_\_\_\_\_

Make checks payable to and mail:

C.C.A.B.C. or Col. Crawford Athletic Boosters Club-Dept HO  
PO Box 96, Galion, Ohio 44833

Phone \_\_\_\_\_

For information call: 419-569-9312 or 419-569-5178  
Col Crawford Eagles All Sports Booster Club is a 501 (c) (3) non-profit org.

# The Dripline



Information on a possible May meeting will be provided  
ASAP.

Come On,

Like us on Facebook!



Official Newsletter of the



Founded in 1977



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**On The Cover:** Social Distancing the car show way...properly masked and preparing for the season that may not come are Chris Kimberly, John Green (and Coda) and their appropriately far apart '61 Lakewood, '68 Monza, and Chris's '64 Monza Convertible in an otherwise empty parking lot.

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**PRESIDENT'S RAMBLINGS—MY DAD**

By Mike Piper  
PPCC President

I offer this article about my dad since he bought the Corvair I learned to drive in 1966. It was a Tropic Turquoise Sedan with a 110 4-speed. My brother and I both learned to drive the car and I believe it only ever had one clutch which says something. It had roughly 120K miles on it when a drunk turned left in front of my brother. He and his girlfriend (now wife) were injured but walked away. The car was totaled, and Steve Goodman parted it out. I kept the wheel covers, the horn button, all of the locks and the Craig Chevrolet dealer tag. All except the dealer tag have served on cars since.



I recall at one point my dad had a De Soto. It was not a reliable starting car, particularly in a Nebraska winter so my dad used to put a hot plate under the engine to keep it warm until the cord finally burned up. He also tried a dipstick heater. I suppose the car had a 6-volt electrical system so starting was never a sure thing. My dad had a 1964 Triumph TR-4 which probably replaced the DeSoto. He was a member of a sports car club in Grand Island and had at least two friends with Sports cars. One was a Sunbeam, probably an Alpine and the other an Austin Healey Sprite. I was about 4 years old, probably before kindergarten when I remember going out in the garage again in winter to watch my dad overhaul the engine in a Studebaker Lark. The block was cracked so that car was replaced by a 1960 Dodge. That I can remember those early cars and details about how to start them

and work on them probably says I was bitten by the automotive bug pretty early. My mom used to tell the story about how I showed her how to pump the gas pedal to get the Studebaker started.

We moved from Grand Island Nebraska to Saint George Utah and then to Arvada. I used to sit in the padded package area behind the seat of the TR-4. I eventually got too big for that so my dad traded the TR-4 in on the '66 Corvair at Craig Chevrolet in Arvada. The Dodge was traded in for a '65 Chevy Impala SS, unfortunately with a 283 and a Powerglide but that is still one of my favorite body styles.

I can't say that my dad was a Corvair enthusiast exactly, but I think he liked the car and always liked the simple tune-ups and not having to mess with coolant. Our neighbor had a 1960 Corvair which might have influenced my dad somewhat. I do recall he complained for several years about how expensive it was to buy but he did buy it. That was my mom's car, our second car, and eventually the car my brother and I learned to drive in it. I recall it was pretty reliable except for two transmission issues before my brother and I started driving it. It was a tremendous snow car in its day. We never put snow tires on it and could still get around better than almost everybody as long as you could avoid high centering it. What's a little steam on the windshield when you went through a puddle? I can't speak for my brother, but I hammered that car in the mountains. With the 110 you had to have your foot in it all the time. It was great fun.

## PRESIDENT, cont.

By Mike Piper  
PPCC President

While my brother and I were wearing out the Corvair my dad continued to buy some nice and frequently interesting cars. The '65 Impala was replaced by a '69 Caprice with the 396. My dad used to pull travel trailers so the 396 was a good engine for that and it was a nice car. Then he bought a late 1975 International pickup to pull a trailer. You could really customize an International and that one was built to tow. It was one of the last pick-ups made it turned out. It was crude but stout. Eventually he had a Dodge Diesel pick-up, a gas Ford pick-up and a Chevy Diesel pick-up all for towing trailers. He had two different Peugeot diesel cars, one a 504 non-turbo and a 505 turbo which was a great car. He had a '76 Trans Am with the big bird decal on the hood.



This is my dad, his dachshund and great grandson CJ with his dream Corvette in the back-

He had a Chevy SS which was also a great car. He had a Chevy volt for a while which he admitted was a great car for in town, but he had a flat once and hated the lack of a spare. He bought a gray market Mercedes 450 SL from the guy he bought his Peugeot parts from. It was imported in the mechanic's mother's name and had some custom body panels on it. He still owned that when he passed away. Ultimate-

ly, he purchased his dream car which was a 2015 Corvette Grand Sport convertible. He was really fond of that car and enjoyed driving it.

His last Corvair driving experience was several years ago when I loaned him my '66 convertible with the 140 PG in it. He drove it for a week and really enjoyed the throw back experience. I did need to remind him once it didn't have power brakes, so you had to get on the brakes early. It was always hard to correct your dad.



Four generations of Corvair owners/drivers. My dad, me, my brother (our wives both were passengers), my oldest daughter and my grandson and granddaughter. My daughter and grandson have both driven Corvairs. My grandson even drove to a Corsa convention in Independence MO and two Tri-States.

There was a lot more to my dad than just the cars he owned but this is a car club newsletter and he always enjoyed working on and driving cars. He certainly kept them cleaner than I do...

Mike

### Upcoming Meeting Dates

**Upcoming Meeting Locations**  
Sunday, May 17, we will share time and location when it becomes available.

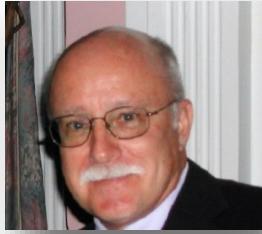
Sunday, June 21 at the Palmer Lake Ice Cream Social

Sunday, July 19: Time and location TBD

## V.P. MESSAGE: WE DID IT!

By Ken Schiffner  
PPCC Vice President

If you have ever been part of a “team” that set a goal, and achieved it, the phrase “We Did It!” might have special meaning. Actually, if one were to rank the most satisfying exclamations in life, that phrase might sit at the top.



Take the “Miracle” on ice effort made by and achieved by the US Men’s hockey team years ago. The scene, and the noise of the crowd, when that clock ticked down, is certainly something to remember. The team achieved their goal but to a larger extent, we as citizens felt part of it. Or maybe witnessing the celebration of an Indy 500 winner and team (pick any team) when all of their effort was rewarded. Or maybe pictures of crowds of citizens on VE Day and VJ Day decades ago. Or maybe the cheers in the control room in Houston when mankind set the first foot on the Moon.



Or in more Corvair-relevant terms. How about when the engine designers and technicians at GM put together and fired up

(successfully) the Corvair turbocharged engine? I still marvel at that. Few turbocharged automobile engines, let alone air cooled, were even in existence let alone destined for an “economy” car. I wonder how Ed Cole felt. The engineers may not have yelled “We Did It” out loud or gave high fives (they were doing their job after all and it was a continuing effort) but it’s a safe bet their hearts were filled with the great deal of satisfaction that comes with achieving a goal. A team goal.



But there is another side to “We Did It”. There is the side of “We Did It” because we were **told** to.

Take being in grammar school in the ‘50’s and ‘60’s. Given the Cold War, us kids were told to, during a drill, to hide under our desks. The bell would ring and we, all of us, would hide under our desks. When the teacher said so, we’d go back into our seats. Or during the oil crisis. We were told we could only get gasoline (if available) on certain days. Sure, some folks got around that, most did what they were told. During the War, there were scrap drives, rationing, freedom limitations, sacrifices and disruptions of our “normal” lives. But we did it.

## V.P., cont.

By Ken Schiffner  
PPCC Vice President

## ACTIVITIES, cont.

Submitted By  
Chris Kimberly

In each case, we, as citizens, were supporting players in those efforts. We were participants or observers, active or reluctant, vocal or silent.

Years from now, I hope that when we look back at the pandemic and gauge our individual responses, we can say, with the special satisfaction that comes with achieving a goal, "We Did It".

## ACTIVITIES

Submitted By  
Chris Kimberly

Hi Everyone, I hope you are well as you shelter in at home and finding new and interesting things to keep yourselves busy.....that includes those Corvair projects hanging out in the garage! I'm sure you know the Tri-State and CORSA Convention have been cancelled for this year, and I wanted to give a few other updates of postponed or cancelled events. Please note that as of this time, the Cripple Creek Car Show is "still a go."  See more information below. Also, please note that The Drip Line activities calendar will continue to show *all* events, specifying those that have been cancelled, for those members who use that calendar to update your own calendar(s).

I have been exchanging emails with Bill Burcaw at the Cripple Creek Museum. As of now, the museum hosting the PPCC car show on July 25<sup>th</sup> plans for that event to still occur. This is a FREE show, and anyone is welcome to bring their Corvair for this fun show. We will be getting in place at 8 am at the museum parking

lot, and the show is for the day. Cripple Creek will be having other fun events going on that day as well like the annual bed races. Everyone is welcome!! We hope to see early, lates, wagons, V8s, customs!! (See Flyer.)

These events are still happening as of this writing:

- ◆ Palmer Lake car Show & Ice Cream Social/ June 21-  
-Yes, its happening! 2-4pm; arrive earlier to get parked.
- ◆ Old Colorado City Car Show/ Aug (Ace Entertainment is still hoping this show will be held)

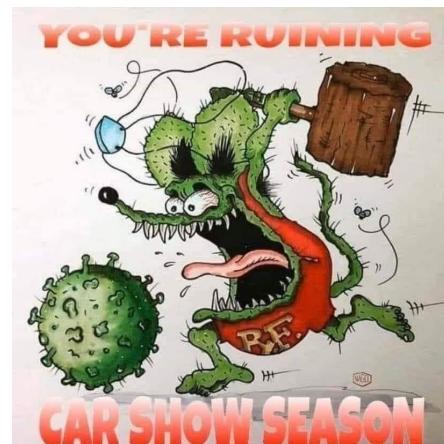
These are the updates of cancelled or postponed car shows, and events for the PPCC that I know of so far for the summer:

- ◆ Bug Out/ May 2--cancelled
- ◆ The Abby Show in Canon City/ May 16--cancelled
- ◆ Tri-State/ May 15-17--cancelled
- ◆ Florence Show/ May 17--cancelled
- ◆ Day Drive to Pueblo to Medal of Honor Plaza & lunch/ May 23--postponed
- ◆ Havana Cruise/ June 20--cancelled
- ◆ CORSA Convention/July5-11-- cancelled

It is likely that the Concours D'Elegance on June 14<sup>th</sup> will at the very least be postponed. We are still waiting for information from the Concours committee on their plans.

The 1<sup>st</sup> and Main shows in Colorado Springs are cancelled for the entire summer. The Stockers 2nd Saturday shows and the Thunder in the Valley Car show web sites are still active (as is the site with information for the Littleton Cruise nights), but there is no current information regarding status of events. I'll keep you all posted.

Stay well, stay healthy!!  
Chris



**MEETING MINUTES- APRIL MEETING CANCELLED**

Since our April meeting was cancelled, we have no minutes to share. More to come soon!

**SOCIAL DISTANCING WITH YOUR CAR, borrowed from the Central New York Corvair Club April, 2020 newsletter (Corvan Fan)**

Activities that involve low risk for contracting Coronavirus (COVID-19).  
#CorvairVagabond

- \* Hang out with your Corvair
- \* Drive your Corvair
- \* Eat a homemade taco in the driver's seat of your Corvair
- \* Tell your Corvair you love her
- \* Study Pathophysiology in Corvair
- \* Tell Corvair you have all kinds of parts waiting for her
- \* Work on your Corvair
- \* Remind your Corvair that she's a good Corvair
- \* Sit on a chair and look at your Corvair
- \* Vacuum Corvair
- \* Dry Corvair
- \* Buff Corvair
- \* Shine the chrome on Corvair
- \* Clean oil stains off the driveway from your Corvair
- \* Tell Corvair jokes about Ralph Nader
- \* Send pictures of your Corvair to cheer up people
- \* Fix that tail light that never really worked on Corvair
- \* Listen to motor hummmmmmmmmmmmm with Corvair

## STAYING AT HOME...OR VERY NEARBY

Submitted By  
Kathy Green

We're doing all we can to follow the stay at home orders to help slow the spread of Covid-19. This week we received a request via Next Door Neighborhood from a loving mother of an 11 year old who was having a birthday during this time. Her little friend down the street was also having a 'socially distant' birthday party, both in their own yards. This mother was so sad that her daughter's birthday would be 'the worst' she had ever had, that she asked if neighbors could drive by and honk and wave...



What greater chance for us to pull out one of our cars and share a little happiness? We piled the three of us (of course Coda was there!) into the Lakewood, drove two blocks to the address, and waved and honked and smiled! Let me tell you, people all along the street just beamed and clapped and waved seeing a classic out in the 'parade'.

It was a simple gesture, easily accomplished safely. This sweet mom posted a thank you sharing that what was going to be her daughter's 'worst' birthday turned into her 'best' birthday.

## UFO'S

Submitted By  
Mary Ellen Feasel

What does Mary Ellen do when she has to social distance? She attempts to get caught up on her UFOs (unfinished objects in the quilting hobby). All these finished pieces have been tops waiting to be quilted, some for many months. And I have at least another dozen, in various sizes, waiting in the wings. The larger tops, bed sizes, have to wait for the garage to get a bit warmer. My basting adhesive doesn't work under 55°. Well, neither do I for that matter.

Hoping this situation we are in corrects itself soon. My boss at Justice is missing her team, and is worried she'll have no team if and when "non-essential" retail businesses can open back up.

In the mean time I will keep the sewing machine humming and the rotary cutter sharp, provided I can keep enough thread in the house. Fabric stores, you know, are "non-essential" too.



## NASA's Moon-Bound Geology Lab that Never Quite Got Off the Ground (powered by Corvair)

Submitted By  
Kathy Green

The following story was published at <https://gizmodo.com/nasas-moon-bound-geology-lab-that-never-quite-got-off-t-1606803507>



The rigor of operating outside the atmosphere has often led to rather outlandish NASA vehicle designs, but few have been more alien than this mobile lunar field laboratory from the heyday of the Space Age. Shame it never actually made it past New Mexico.

We had such big plans for the moon. After the crew of Apollo 11 set foot on our nearest celestial neighbor, NASA set its sights on more in-depth missions, further exploration of the lunar surface, and eventually even a permanent moon base. Part of the initial thrust of this plan involved longer missions lasting up to two weeks away from a primary research site. But rather than try to stuff a fortnight's worth of oxygen and supplies into a space suit, NASA developed the MOLAB, a roving laboratory that doubled as an artificial habitat for astronauts in the field.



## MOLAB, cont.

Submitted By  
Kathy Green

Development on the MOLAB began in 1963 as an Apollo Logistics Support System. GM designed and constructed the mobile lab over the course of the next year under contract with NASA. The MOLAB, **which was powered by a modified Corvair engine**, could accommodate a pair of astronauts within its 13 square meter cabin for up to two weeks, though modifications to the loadout and subsystems would also have allowed the MOLAB to handle three astronauts for a shorter duration or travel further afield by carrying fewer supplies.

Per the GM website:

GM completed the MOLAB (or "MGL" for "Mobile Geological Laboratory") in 1964 for NASA's use in the Apollo astronaut program. It was built and developed by GM engineer Vic Hickey and is **one of the most unusual Corvair-powered vehicles ever built**. NASA used MOLAB for seven years, developing moon suits for the Apollo astronauts (who actually trained in and drove MOLAB in the New Mexico desert). It was loaned to the U.S. Geological Survey and performed groundbreaking work mapping mineral deposits and taking soil samples.

The MOLAB marked an important milestone in rover technology, representing our ambitious lunar goals, however its fate was tied inextricably to the development of additional support systems. Like an actual lunar base. When permanent plans for lunar colonization fizzled, so to did the need to get around up there.

Additionally, the size of the MOLAB (20 feet tall, 8200 pounds) made it difficult to transport into space; it could only ride aboard a Saturn V. A shortage of these rockets in the late 1960s eliminated the only off-world route these rovers could take. But rather than simply scrap the MOLAB prototype it already had, NASA instead loaned it out to the USGS, which used it for a number of ground-breaking geological studies throughout the American Southwest. The MOLAB project was cancelled completely by 1968 and the only surviving prototype can now be seen at the US Space and Rocket Center in Louisiana.

Top Image: Mobile Laboratory (MOLAB) or Mobile Geologic Laboratory (MGL) designed for NASA by General Motors in 1965 for NASA as a prototype, extended lunar mission vehicle; (a) (l to r) Hal Stephens, Ivo Lucchitta, Bill Tinnin, Bob Sutton and two others (unidentified) standing in front of MOLAB; USGS photo USGS Open-File Report 2005-1190, Figure 023a.



## TECH REMINDER

Submitted by  
John Green

We haven't had any Lakewood stories for awhile, but you know there's always something! Since, I'm not too tech term savvy, the descriptions will be in layman's terms.

I was putting in some new cardboard sides in the back luggage area, and while I was back there I raised the idle a little on both carburetors to keep from chugging down at traffic lights. As I was standing back and listening to the motor, I noticed that the level of the 2 air filters were not the same height. I looked closer and noticed that the whole right front of the motor was a lot lower than the left. I also noticed the soft mesh material between the body and the engine was quite different on the 2 sides.

I climbed under the car thinking I would know what I was looking for. I did not. So, I called the local guru, Ed Halpin. We had been hearing clunking in the car for a while, but you know, old cars....

I carefully drove over to Ed's, as I didn't want the engine falling out. With both of us in masks and staying socially distant, we looked at the manual, then at Cheryl's car (which happened to be up on jack stands with no engine), then the Lakewood.

Ed was laughing when I said that I was afraid the engine might fall out, then we looked under the car, and he stopped laughing. He said we had a good chance of having it fall out. The front right side did not have a nut on the front mount bracket. Luckily, it was not broken or damaged at all. So, we got a floor jack with a 2x4 and carefully lifted the engine enough to put a nut back on and tighten it. We then put in a cotter key pin to help secure the nut so it would not fall off again. While we had it up we checked the other side and the nut was almost off as well! The nut was still there, but we had to tighten it up a lot and add cotter key pin to it too.



Ed Halpin checking out the 'sagging' engine.

When I got home I took off the rear grill and some other little cover and made sure the rear mount was OK. It still had the cotter key pin and the right nut on it. So, we are good to go now without the engine falling. We are assuming this was the clunk we were occasionally hearing.

He said it was a good thing I noticed the difference in the level of the engine, or we could have had another sad road side story (and, we really don't like those).

So, just a thought...while you are bored and trying to think of things to do with/to your car, you can always check your engine mounts and make sure they still have the pins in them and are tight.

See you somewhere, sometime! Drive safe.

## CORVAIR RAFFLE—TIME IS RUNNING OUT!

The Corvair Preservation Foundation is holding a raffle and the lucky winner will receive a freshly-restored 1965 Corvair Monza Sport Coupe! The drawing for this car will be held May 15, 2020 in the Great State of Minnesota, USA. MN Lic. #GA19-000002. You need not be present for the drawing. The proceeds from the raffle will support the new Corvair Museum in Decatur, Illinois.



### The Raffle Car:

- ♦ 1965 Corvair Monza Sport Coupe.
  - 140 hp 4-carb Super Turbo-Aire engine. Powerglide automatic transmission.
  - Thoroughly reconditioned throughout with new paint, upholstery and many NOS parts
  - Ready to drive!

To purchase tickets, select [this link](#). (1) Specify the number of raffle tickets you wish to purchase, (2) Click on "Add to Cart", and (3) Click on the "Checkout" button.

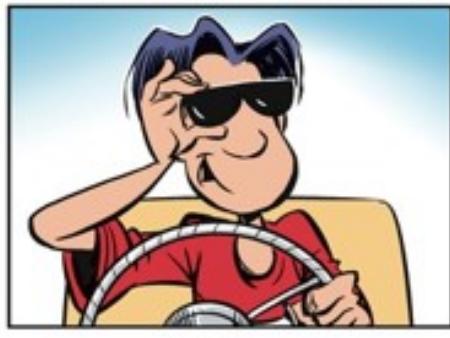
If you haven't already purchased a ticket, don't delay. Wouldn't it be amazing to see this beauty join the PPCC family!

## DRIP QUIPS

# Baldo

 by Hector D. Cantú and Carlos Castellanos

*As published in the Denver Post, March 1, 2020*

**BALDO****BY CANTÚ AND CASTELLANOS**

If you have a fun, amusing, touching or interesting story or picture you think can bring a smile, an 'aaaaah' or an 'eeek', 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 rescheduled 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.**



**Saturday, May 2, PPCC Annual 'Bug Out': *This event, a tune up for Tri-State, is temporarily postponed. We may schedule a general 'tech day' later in the season for those who want to get their cars ready to roll (or ready for winter....).***



**May 15–17, Tri-State: *Unfortunately, this event has been cancelled, and will be pushed to 2021.***



**Saturday, May 23, Club Drive to Pueblo: *This event has been cancelled and may be rescheduled at a later date in the fall.***



**Saturday, June 6, Hi-Test Motor Show: *This event has been cancelled.***



**Saturday, June 13, Canon Car Club Car Show: *This event has been cancelled.***



**Sunday, June 14, 10:00–3:00, 37th Annual Concours D'Elegance & Exotic Sports Car Show: For information visit the Concours website [here](#). *This event may be cancelled or postponed.***



**Saturday, June 20, 13th Annual Cruisin' Havana Classic Car Show and Poker Run: *This event has been cancelled and may be rescheduled in September.***



**Saturday, June 20, 12th Annual Castle Rock Cruise In: This is a large, fun show at which PPCC has had representation for many years. For information visit the Cruise In website [here](#).**



**Sunday, June 21, Palmer Lake Ice Cream Social/Car Show with the Model A club: More information on this fun Father's Day event to come. June club meeting will be held at this event.**



**Friday–Sunday, June 26–28, NSRA Rocky Mountain Street Rod Nationals: Detailed information available at the event site [here](#).**



**July 6–11, 50th Annual Corvair National Convention: *This event has been postponed until 2021.***



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

## 2020 PPCC Activities, Cont.



**July 10-11, Thunder in the Valley Friday Night Cruise and Saturday Car Show:** Main Street, John Metcalf Park, 704 Ohio Ave, Fountain, CO. For information contact Aaron Twite, 719-645-0053 or [www.thunderinthevalleyshow.com](http://www.thunderinthevalleyshow.com).



**Saturday, July 11, 8:00-3:00, RockABillie Heat In the Valley Car Show:** John Metcalf Park, Fountain, CO. *As of this writing I am unable to find any current information on this event.*



**Saturday, July 12, 8:00, El Paso County Fair Car Show:** El Paso County Fair and Events Center, 366 10th Street, Calhan, CO. For more information visit the fair web site [here](#).



**Saturday, July 18, St. John's Lutheran Church's 7th Annual Benefit Car Show:** St. Lutheran's Church, 790 Greydene Ave., Canon City. For information contact Gene Foster, 719-269-1095.



**Sunday, July 19, PPCC Meeting:** Time and Location TBA.



**Saturday, July 25, FREE Event sponsoring a Corvair Car Show, 9:00—3:00 (setup at 8:00):** Cripple Creek District Museum, 5th & Bennett, Cripple Creek. This is an invitation, Corvair only show.



**Sunday, August 8, CCCC Rocky Mountain Air & Ground Festival:** Information to follow.



**Sunday, August 16, Ace Entertainment's Old Colorado City Car Show:** Bancroft Park, 2408 W. Colorado Ave., Colorado Springs. 719-329-4736 or [www.aceent1.com](http://www.aceent1.com).



**Sunday, August 23, Club Meeting and Pot Luck at Green Mountain Falls Park, Time TBA**



**August 28-30, Pikes Peak Hot Rod Rock & Rumble:** Pike's Peak International Raceway, Fountain, CO.



**Saturday, September 12, 29th Annual Cruise Above the Clouds:** Woodland Park and Cripple Creek, CO. For information call 719-394-3678.



**October 2-4, Great Plains Corvair Roundup:** The host hotel is the Wyndham River Front Little Rock AR 2 Riverfront Pl, North Little Rock, AR 72114 Phone: (501) 371-9000. Information available [here](#).



**October 2-4, Great Western Fan Belt Toss:** Palm Springs, CA. This event was originally scheduled for later in October, but may be cancelled altogether at this time. Information available [here](#).



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

## 2020 PPCC Activities, Cont.

### Recurring Local Events:



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



**Second Saturday Car Show, Colorado Springs, CO:** Planning is underway for the 2020 schedule and meeting site. Watch for information [here](#).



**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. Oversized 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/>

**Note:** As events are cancelled or rescheduled 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 to the best of our knowledge. However, before planning to attend an event, please check with the event sponsors to confirm.

**SEE *You* THERE**




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

## Our Corvair Partners & Local Businesses Which PPCC Members Have Frequented 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](mailto:rearengine.steve@att.net)  
website: [www.rearenginespecialists.com](http://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!

**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 3775 So. Kalamath St.  
Fax (303) 806-9985 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!!

**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!

**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!!

**PLATTE AVENUE**  
TIRE  
AND  
AUTOMOTIVE  
SERVICE  
Over 30 Years Experience  
PLATTETIRE COM (719) 633-8799  
ACDelco 2701 E. PLATTE 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!

**TAINT 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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Treasurer	Randy Karl		karlj at comcast.net	Board
Past President	John Green		j.n.green1 at outlook.com	Board
Member at Large	Jerry Peevyhouse		Kpvhouse53 at msn.com	Board
Activity Chair	Chris Kimberly		Ckimberly4749 at gmail.com	
Membership Chair	Tony Lawler		Hvac1515 at aol.com	
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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.



# The Drip Line



The June meeting of the Pike's Peak Corvair Club will be held at the Palmer Lake Father's Day Ice Cream Social on Sunday, June 21 at 1:00 p.m.

Come On,

Like us on Facebook!



Official Newsletter of the



Founded in 1977



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**On The Cover:** All dressed up with some-place to go, Green's '61 Lakewood wagon ready to roll out for a graduation parade in Castle Rock.

**PRESIDENT'S RAMBLINGS**

By Mike Piper  
PPCC President

Wow, here it is June. This isn't exactly how I expected my first club presidency to go. I hope you, your friends and family have all remained healthy and engaged in society, at least virtually. I just received our week 10 stay at



home memo from our company president. We are planning to begin limited re-occupation of our office with less than 10% of our staff. I've been involved to a limited degree in the HVAC systems and what we can do to follow best practices from the CDC. I know more than what is necessary about HVAC now. Since I'm a high-risk person my physical return is not planned for a while.

Hopefully some of you have shared stories with Kathy Green about ways we have found to stay happy and engaged to include in the DripLine. I've seen my brother, sister in law, nieces, nephews and our local kids about once a week to work on my dad's house. We have daily virtual team meetings at work, and we probably have more virtual work-related meetings versus physical meetings than we did before. I think many of my teammates from work have noticed we probably spend more hours working than we did before because we can just go work here at home, and

most of us lose track of what day it is. Karen likewise is working from home in a different room. I have a bird to make noise during on-line calls and Karen has a smaller bird with her. We share a very active cat with a lot of personality. It is hard to be bored but this all is surprisingly tiring.

On the Corvair front, we participated in what became a large assortment of collector cars that drove past a 16-year old's house to celebrate his birthday. Both PPCC and RMC participated so I think the Corvairs were the best represented. That turned out to be fun although brief. John Green is our rep to the CCCC and they seem to be advertising these events. I know John has sent out an email or two with new events.

My grandson and I took a drive in the red Corvair top down and white Corvair top up last weekend to exercise the cars. We drove from the storage place in Broomfield up to Boulder, down Highway 93 to the NREL wind site and back to Broomfield. It was a really nice day; reasonable traffic and I only got a minor sun burn.

On the new project side of my garage I am finding about 2 hours per day for the latest car. Steve Goodman has rebuilt the rear hubs and they are back in the car. I have the rear brakes back together temporarily

## PRESIDENT, cont.

By Mike Piper  
PPCC President

and once I install the brake hoses and lines the rear  $\frac{1}{2}$  of the brake system will be back together. Once I put the rear axles back in the car will roll except, I just finished removing the entire front suspension to work on that... Lots to do but hopefully I'll take less than 3  $\frac{1}{2}$  years this time.

Christine has been working diligently finding and tracking events. I believe at present there are at least two group events planned for late June and late July, both of which should be fun. Our plan at the moment is to have a brief PPCC meeting before the Ice Cream Social at Palmer Lake on June 21<sup>st</sup>. If this event does not go forward, we will have a back-up Zoom meeting instead. Zoom meetings seem to work pretty well, so far. Hopefully if the efforts of the public to follow social distancing to avoid new spikes in COVID-19 cases goes well we can have more get-togethers of more than a handful of people present.

Mike

## V.P. MESSAGE: LEAVING WELL ENOUGH ALONE

By Ken Schiffner  
PPCC Vice President

A few months ago, David Feasel installed an electric fuel pump on my '64 convertible. It worked great! He removed the mechanical pump, installed the plug where the old pump was mounted, installed and wired the switch to manually run the electric pump as well as the cut-off switch. Getting an oil pressure signal from where the oil pressure light sending unit is normally mounted, he added a pressure sensor to give authority to the pump to run when there is oil pressure and to the idiot light to tell the idiot driving that there indeed is oil pressure.



Then, I couldn't leave well enough alone.

With all of this time on my hands, I figured I'd go through my parts stash to do a little inventory and exploration. I found a "dummy" fuel pump, the kind that allows the fuel to pass through while maintaining the appearance of the mechanical pump. I also found an inlet fuel line.

So, I removed the afore mentioned plug, removed the inlet fuel line, removed the "tree" that contained the oil pressure idiot light and sending unit for the electric pump. I transferred the fuel outlet pipe and tee from the old mechanical pump and fitted it to the dummy pump.

Then I put the dummy pump assembly where the mechanical pump used to live. It became clear that there wasn't a whole lot of room to reinstall the oil pressure "tree". There was little clearance between the alternator pulley if a pipe was installed straight up out of the threaded hole in the end

### Upcoming Meeting Dates

#### Upcoming Meeting Locations

Sunday, June 21 at the Palmer Lake Father's Day Ice Cream Social.  
Meeting will be held before the Ice Cream is served around 1 pm

Sunday, July 19: Time and location TBD

Sunday, August 23: Club Meeting and Pot Luck at Green Mountain Falls

## V.P. MESSAGE: WELL ENOUGH ALONE, cont.

By Ken Schiffner  
PPCC Vice President

housing where the old oil pressure sending unit used to be.

I also saw that to gain installation access and be able to use wrenches, I had to remove the alternator. An attempted dry fit of the inlet fuel line showed I had to remove the left side carburetor.

While removing the carburetor, I found that the mounting gasket "sandwich" was broken. I use a sandwich of a thin gasket, the plastic thermal isolator, and thin gasket. One of the thin gaskets was broken.



Gasket Sandwich

I was able to get the new inlet fuel line in place and through the four (4) hole rubber grommet in the firewall (some silicone spray helped). I connected the inlet fuel line to the fuel filter located behind the rear wheel.

Given the limited available space, it became obvious that the oil pressure piping would have to come up, out to a side, and then up again. It would have to clear the alternator pulley, belt, and not interfere with the oil filler cap. I'd have to have enough room to tighten the pieces of pipe without hitting anything. Since the idiot light sensor references to ground, I'd need sealant that conducts rather than insulates (I luckily had some sensor duty compound).

A thought was to use a brass pipe nipple to connect to the oil pressure tap in the end housing then come out at a 45-degree angle, then a straight section, then another 45 degree, then up vertically. But I only had one 45-degree 1/8" el-

bow. So, it was two 90-degree elbows or nothing.

I quickly found out that a close nipple in the end housing was too short. If an elbow was attached, the elbow could not be swung around enough to tighten it. I had to buy a longer nipple. I applied sealant and carefully tightened it (worried about stripping the aluminum threaded port in the end housing). The elbow cleared. I installed a longer brass pipe nipple to go under the fuel infeed pipe, then another elbow, then another vertical nipple then a tee to mount the idiot light sensor and the oil pressure sensor for the electric fuel pump.

Whew! Here is what it looks like. It works. But I could have left well enough alone.



I hope it doesn't leak!

**FOLLOW-UP NOTE:** Steve Goodman noted that what I did could, indeed, leak. He suggested a special oil filter bolt be used to mount the oil pressure switch instead of what I did. I ordered said bolt from Clark's and intend to make that correction...and thank you Steve!



**MEETING MINUTES- May 17, 2020****Meeting Held Via Zoom**

Submitted By

Mary Ellen Feasel, PPCC Secretary

Meeting called to order at 10:10 a.m. by President Mike Piper via Zoom. Nine members joined the meeting.

Treasurers report: Randy not present but provided his report by email. General Fund \$3026.74, SeeMore \$3579.22. Total funds \$6605.96. Motion to approve the last meetings (March) minutes. Minutes approved.

Mail: Mary Ellen reported that the last of the dues renewals that we were expecting arrived. Since last meeting Mike Pipers dad passed away. Mary Ellen sent a plant from the club membership. A thank you note to the club was received.

Mike got a call, in message form, from a hotel in Taos New Mexico inviting the group to their facility. He will return the call and get more info.

May 15 the winner of the Springfield raffle for a rebuilt Corvair was announced. A Jamie Reinhart won, although I can't verify the spelling.

Membership-Due to recent circumstances the club will not pressure non-renewed members for dues. Hope to reach out to folks though.

SeeMore-update from Ken via email and additional info from Rick during meeting. Safety inspection on trailer is done, Weight and VIN # verified. All paperwork in order to get permanent plate for trailer.

**Events:** In June on Father's Day (June 21) at Palmer Lake, car show with Model A club. Pie and ice cream social 2-4. Meeting that day at the park. More info to come.

July 25-Cripple Creek, Corvairs only car show in the Museum parking lot 9am-4 pm. The organizer, the Museum director, is going to see if those who wish to stay in town Friday night can get discounted accommodations. Double Eagle is closest to museum with rooms and food. There will be voting by visitors to the show for best car.

Birthday and Graduation drives are being organized, some by CCCC.

Dripline editor would like membership to let her know if others have taken their cars to any events. Would like to get these stories in Dripline.

**Tech session discussion**Mike bought a 65 CORSA coupe from Eric. He is working on suspension, brakes, floor pans etc. Needs drivers side glass.

- ◆ Rick is getting a top put on his car. All seals will be replaced.
- ◆ Pat's car is needing body work and asked for recommendations. Rick referred him to Ryan Timmons.

On to other matters....Chris told the group that Ed Halpin's sister passed away recently from the Virus. Mary Ellen to send a card.

Adjourned 11:30 a.m.

## DO SWEAT THE SMALL STUFF

Submitted By  
Jerry Peevyhouse

I'm not sure how you guys look at things, since we've all heard the old sayings "hey, look at the big picture, don't sweat the small stuff" or, "the devil's in the details". I would say there are many times that we need to have a broad view of things and let the details work themselves out, however, when working on your corvairs we **do** need to pay attention to the details of using the correct parts (and not too many of them either as I explain later).



I'm in the process (slow progress, sadly) of restoring the 65 blue coupe I picked up from a guy who apparently had the view of just using whatever parts, etc. he had around when working on the motor/drive train/body/everything.

I've finished restoring the interior (completely trashed when I got it), but had some major trouble getting the motor to start reliably. Turns out I busted 2 starter nose pieces before deciding it was time to pull the motor and find out what the heck was going on.

Steve rebuilt my starter and listened to my tales of woe, and with some help from Randy, we dropped the motor and pulled the transmission. All this was new to me, since it's been 47 years since I owned my 62 corvair back in the service in Hawaii (yes, I am that old ☺). But I digress....

After unbolting the diff/transmission from the bellhousing and removing the pressure plate/clutch disc and flywheel, we noticed a very concerning collection of iron fillings on the bottom of the bell housing from the grinding down of the bellhousing mounting bolts. Notice the one bolt had backed out, the other bolt was ground down significantly, and Randy also notice that these were Allen bolts, not the right bolts to use. Small stuff the guy apparently thought wouldn't matter (wrong). So, as a consequence, the flywheel was destroyed, see picture on right.



So, I cleaned up the bellhousing and installed the correct bolts on the bellhousing. I

## DO SWEAT THE SMALL STUFF, cont.

Submitted By  
Jerry Peevyhouse

got a rebuilt welded flywheel from Steve, and after replacing the pilot bearing proceeded to reinstall all the pieces back together. This went slow, remember I'm the slow turtle guy, not in too big a hurry since it was during the winter when my garage is not exactly toasty warm, even with a portable heater.

Now the fun part begins. After getting the diff/transmission reinstalled, I hand cranked the motor and noticed a grinding noise from the bellhousing area. I'm thinking, this doesn't sound right, so I took it all apart again and rechecked everything again. Even made sure I had the right throw out bearing (there are 2 different height bearings). Put it all back together and still had the same grinding, and the clutch rod had no "play" in it. So, Dave came over to take a look and we took it apart again (3<sup>rd</sup> times a charm???) and got to looking at the clutch fork pivot ball stud and noticed that it had a washer installed, see picture.

In looking at the clearances, that washer changed the clearance just enough that the clutch fork rubbed against the pressure plate just enough to cause the grinding when hand cranking. Again, the small stuff.



After removing the washer and putting the diff/transmission back together again, voila, the grinding was gone and there was some "play" in the clutch rod. Was definitely relieved the problem was solved.

I have a very long list of kludged things on my car that I've tried fixing and to get it back to as much original as possible, but some wise sage (actually, it was just Dave ☺) who told me it's ok to not have everything "stock" if my goal was to have a safe car to drive around and have fun, which is what I want. There will always be something to work on and fix, like my left turn signal that doesn't work ☺, but I enjoy doing new things and always learning every day something I didn't know before. I guess I'm in it for the long haul, and as Chuck Berry sang, "No particular place to go". This is really sad and true this year with all the corvair show events being cancelled.

Happy driving!

## TECH TIP: RESTORING YOUR CAR THOUGHTS

Submitted by  
Steve Goodman

In the first 4 months of 2020 I have 5 customers in pretty serious rebuild/restore of a Corvair. Only two are local club members, the others have no interest in being involved with club actions. Sadly I could not convince them of how nice the club members can be for parts/advice/help.

The word 'restored' takes many forms so this is kinda general thoughts and steps. Also looking back at what I have written as 'Part 1' don't be discouraged and say "I can't afford that kind of expense to fix my Corvair". It doesn't all need to be done at once and most do the rebuilding in steps over the span of several years. Some are satisfied with aged paint/dents and others want outside shiny but interior can wait. Most do mechanical repairs first, and only a few desire the powder coated suspension parts and engine tin. Nothing is wrong with cleaned and painted parts. You will find reference to budget several times too. Sometimes the owner can do some or a lot of the labor without hiring much done outside. Most have some expertise in at least some of the car sections.



What I am writing below are NOT my ideas necessarily, but much is what I have found in many descriptive magazine articles I have read through the years. However some of my thoughts are from what I have seen from customers through the years. The red Corsa convertible of Mike Piper is a good example of a thorough restoration and many of you know the red Corsa coupe belonging to Larry Yoder of RMC. Larry has had his car on the road for 20 years and the entire restoration has held up very well with lots of use. Other cars such as Larry Neals' 65 Corsa convert, and the late Jim Richards 65 turbo convert and his custom Corsa coupe have all stood up well after years of use. A lot of the steps below are just dependent upon how you want to approach your rebuild. Time and money are both important considerations too.

Divide the car into different areas to check. Body condition--interior condition--suspension--powertrain is a start. Most of the time a running car can be found but the cosmetics in and out are the wear points, and many times the suspension has been neglected since it is under the car (out of sight out of mind).

Each of the above categories can be sub-divided too.

Outside trim including bumpers/emblem/chrome trim.

Interior trim including possible front bucket seat changes/aftermarket steering wheel/even change of color.

Suspension including aged rubber bushings/ball joints/brakes/shocks and springs depending upon your driving desires with the finished car, and lastly wheel/tire combinations again with your idea of what you want the finished car appearance to be plus handling aspects.

Powertrain depends on how well engine/gearbox seems in the purchased car as well as what your dream engine might be. Notice this is last on the list on purpose because after the above three are done you can use the car while doing an engine etc. later and this gives your budget a rest period too. Clean up engine and fix leaks and do some cleaning under the fan shroud and clean head cooling fins then oil change and tune-up and the car will move under its' own power. Remember too that most body shops

## TECH TIP: RESTORING, cont.

Submitted by  
Steve Goodman

like cars that are on 4 wheels and can be moved around without being pushed. Plus you will need to show the car to the body shop for an estimate and have an idea of how long of a wait you are faced with. Also before the trip to the body shop become familiar with the body by wiping it down as you would while waxing or drying after a wash. Make notes or take pics (some even use sharpie to circle dents/bubbles etc) so you can show to the estimator.

Another thought about steps of repair comes to mind as I type this. If you have plans to rebuild the suspension and powder coat all parts and/or do a pretty complete interior replacement consider having the car painted with old suspension underneath. This will absolve the body shop from concerns of overspray on those shiny new parts. In fact having another front suspension to rebuild or at least the suspension arms front and rear to clean and install fresh bushings can be done while car is in body shop or while waiting for appointment or even saving up money for the body work.

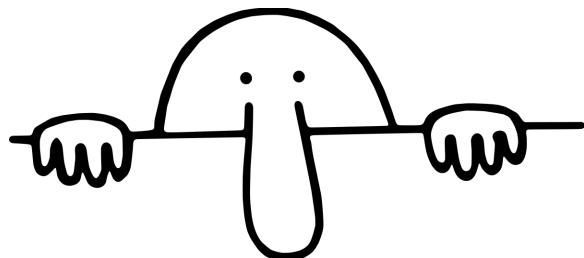
The most common point agreed to is start with the best possible body. Minor dents is one thing but heavy damage OR RUST should be avoided. Damage will be costly for body shop repair and finding rust free and straight body panels is getting harder to source. Rust of course is very difficult to repair and curb its' returning later. It can be done if the body shop is dedicated to good work but the cost to repair can be costly. Shortcuts to repairing rust are not wise. This includes not only body panels but the floor boards. Look under the car and try to look under carpets and under rear seat. Fresh floor boards are available but again the labor to replace can be high.



The BEWARE list: the 500/700 series Corvairs had rubber floor mats instead of carpet. Moisture is easily trapped and floors rust quickly. Same applies to all of the Corvairs in trunk floor again due to rubber mat. At least the trunk floor is easy to fix. Be wary of a car with a freshly painted body unless you know the owner/car. Many cars on ebay and craigslist get quick body filler over rust and paint. The body filler will not hide the rust for very long. Be wary of cars with ill fitting doors or lids due to poor collision repair.

Last advice offering for this month: take pics of every detail and save the file. It will be invaluable as you begin to re-assemble the car and if you choose to sell the car afterward you can document 'before' pics of the car body/interior and general condition.. Also as you are describing the restoration to onlookers you can show the pics, and other car people will enjoy seeing your 'journey'.

Please watch for part 2 next month.



## PARADES ARE THE NEW CAR SHOWS

Submitted By  
Kathy Green

You've probably heard the saying '40 is the new 30', or 'Orange is the new black'. It seems that in the age of Covid-19 social distancing for 2020, Parades may be the new Car Shows. Members have been displaying our favorite rear engine beauties around the metro area at several 'drive by' events, including:

May 2, Chris Kimberly with John and Kathy Green were part of a church organized parade that led us past two retirement communities that have been on full lock down. It was so gratifying to see these very special, sometimes forgotten people out on their patios and decks as we drove by, sporting window signs that said 'We Love You Seniors', while honking and waving.



On May 3, the three musketeers above were joined by Tony Lawler and Diane Tweedy-Lawler in their Rampside for a parade honoring a young man getting ready to ship out to Air Force basic training.

From Left: Green's '68 coupe and '61 Lakewood, Chris Kimberly's '64 convertible, Tony Lawler's Rampside

May 9, there was a drive by of a 16 year old's house to celebrate his 16th birthday in Westminster. The event was posted on the neighbor website. Mike Piper responded offering the Corvair folk, and ultimately the CCCC got involved so there were many cars. The best represented Marque was the Corvair. Perhaps the feature vehicle was the "Ecto 2" Ghostbusters tribute vehicle. PPCC and RMC members included: Mike & Karen Piper, assisted by Grandson CJ, Larry Yoder, Dale Nielsen, Paul Seyforth, Ray Klomp, Chris Kimberly, Tony Lawler, Michael Timmons.

May 23, Chris, John and Kathy were once again out and about. This time we took part in a graduation celebra-



Chris Kimberly's '64 convertible, Mike Timmons Corvan, Tony Lawler's Rampside



tion parade in Castle Rock for the class of 2020 Castle Valley High School seniors. There were probably about 500 cars in this parade, and the parade route was lined by hundreds (possibly upwards of 1000) of people shouting, clapping and making noise for the seniors. As the three Corvairs rolled pass, there was a lot of excitement.

Green's Coupe and Lakewood, followed by Chris's Monza

## THE HEARST GREENBRIER

Submitted By  
Kathy Green

Article published in the May, 2020 edition of 'The Flat Six', the newsletter of the Prairie Capital Corvair Association. Article written by Eva "Corvair Lady" McGuire, CPF Historian, (photos courtesy of GM and the Skiver family, collage by Eva)

This is the famous "Hearst Van", a 1961 Greenbrier built on November 6, 1960, making this the oldest eight door Greenbrier in existence. The black and white photos in the collage were taken at GM Design of what the van initially looked like.

This special van was commissioned by Ed Cole as a GM design study that was given as a gift to his friend, William Randolph Hearst, Jr. It was used as a vacation vehicle on his ranch. Created at GM Design Studio, this special van featured non-production paint and upholstery, a sliding soft cloth sunroof (only Corvair van made with this feature), and many other special accessories.

The Skivers purchased this van in its already painted over black color. It made its debut in the Corvair community when it was unveiled at the grand opening of the Corvair Preservation Foundation's "Corvair Museum" in 2018, where it was kept on display for a time. It also appeared at various shows including the 2018 CORSA Convention in Pittsburgh, and made a homecoming journey when it was on display at a special car show at the Design Dome at the General Motors Tech Center in Warren, Michigan.

This year the Hearst Van is celebrating its 60th anniversary being made, and it is a true gem among the preserved vehicles that continues to tell the Corvair history.

Fun fact: The 1961 Hearst Van and 1960 Super Monza are the only Corvairs made at GM Design that featured a soft cloth sunroof.

## 1961 Hearst Van

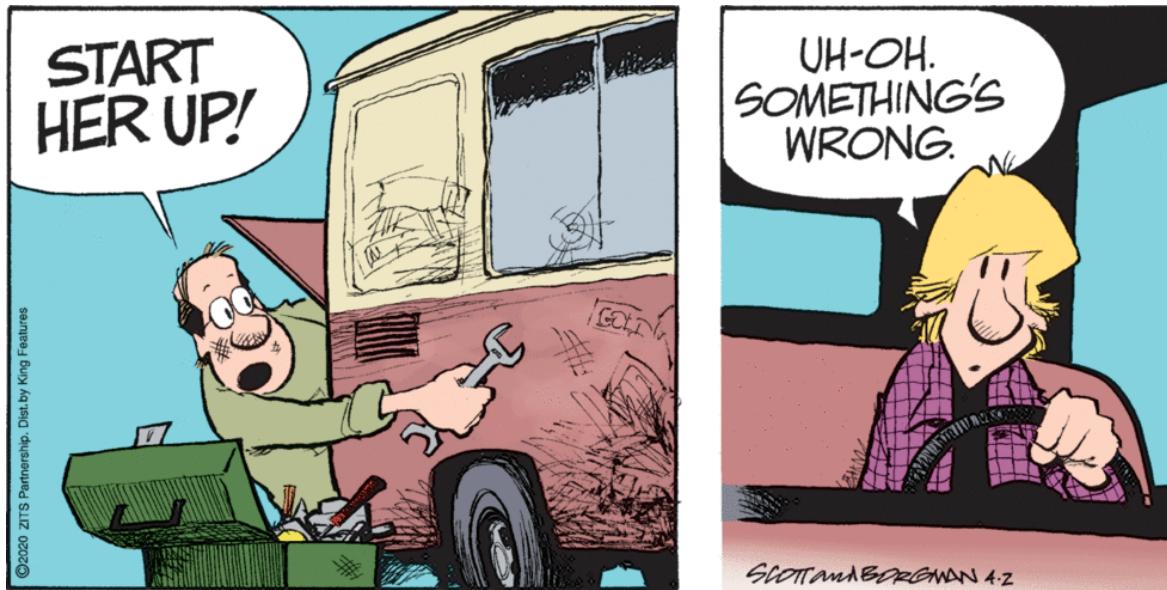


Owners  
Patrick & Sue Skiver

## DRIP QUIPS

## ZITS by Scott and Borgman

*As published in the Denver Post, April 2, 2020*



If you have a fun, amusing, touching or interesting story or picture you think can bring a smile, an 'aaaaah' or an 'eeek', 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 rescheduled 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.**

 **Sunday, June 14, 37th Annual Concours D'Elegance & Exotic Sports Car Show:** *This event has been cancelled.*

 **Saturday, June 20, 13th Annual Cruisin' Havana Classic Car Show and Poker Run:** *This event has been cancelled and may be rescheduled in September.*

 **Saturday, June 20, 12th Annual Castle Rock Cruise In:** *This event has been cancelled.*



**Sunday, June 21, Palmer Lake Ice Cream Social/Car Show with the Model A club:** See attached flier for details. Our June club meeting will be held at this event.



**Friday—Sunday, June 26—28, NSRA Rocky Mountain Street Rod Nationals:** As of this writing the event is still scheduled. Detailed information available at the event site [here](#).



**July 6—11, 50th Annual Corvair National Convention:** *This event has been postponed until 2021.*



**July 10-11, Thunder in the Valley Friday Night Cruise and Saturday Car Show:** *This event has been cancelled.*



**Saturday, July 11, 8:00-3:00, RockABillie Heat In the Valley Car Show:** John Metcalf Park, Fountain, CO. As of this writing the event is still scheduled. Information available [here](#).



**Saturday, July 12, 8:00, El Paso County Fair Car Show:** El Paso County Fair and Events Center, 366 10th Street, Calhan, CO. For more information visit the fair web site [here](#).



**Saturday, July 18, St. John's Lutheran Church's 7th Annual Benefit Car Show:** St. Lutheran's Church, 790 Greydene Ave., Canon City. For information contact Gene Foster, 719-269-1095.



**Sunday, July 19, PPCC Meeting:** Time and Location TBA.



**Saturday, July 25, FREE Event sponsoring a Corvair Car Show, 9:00—3:00 (setup at 8:00):** Cripple Creek District Museum, 5th & Bennett, Cripple Creek. This is an invitation, Corvair only show. See flier at the end of The Drip Line.



**Saturday, August 8, CCCC Rocky Mountain Air & Ground Festival:** Information to follow.



*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*

## 2020 PPCC Activities, Cont.



**Sunday, August 9th, RMC Dale Wilshire Memorial Picnic.** The RMC club has reserved the Dixon Grove shelter at Cherry Creek State Park, Dixon Grove area. Keep this date open. Hopefully we will be out from under the isolation restriction by this time.



**Sunday, August 16, Ace Entertainment's Old Colorado City Car Show:** Bancroft Park, 2408 W. Colorado Ave., Colorado Springs. 719-329-4736 or [www.aceent1.com](http://www.aceent1.com).



**Sunday, August 23, Club Meeting and Pot Luck at Green Mountain Falls Park, Time TBA**



**August 28-30, Pikes Peak Hot Rod Rock & Rumble:** Pike's Peak International Raceway, Fountain, CO.



**Saturday, September 12, 29th Annual Cruise Above the Clouds:** Woodland Park and Cripple Creek, CO. For information call 719-394-3678.



**Saturday, September 26, Annual Fall Tour:** Times and route information TBD.



**October 2-4, Great Plains Corvair Roundup:** The host hotel is the Wyndham River Front Little Rock AR 2 Riverfront Pl, North Little Rock, AR 72114 Phone: (501) 371-9000. Information available [here](#).



**October 2-4, Great Western Fan Belt Toss:** Palm Springs, CA. This event was originally scheduled for later in October, but may be cancelled altogether at this time. Information available [here](#).



**Saturday, December 12, Annual Christmas Party:** Biaggi's Restaurant in Colorado Springs. More information coming soon.

### Recurring Local Events:



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



**Second Saturday Car Show, Colorado Springs, CO:** Planning is underway for the 2020 schedule and meeting site. Watch for information [here](#).



**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. Oversized 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 Frequented 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](mailto:rearengine.steve@att.net)  
website: [www.rearenginespecialists.com](http://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!

**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 3775 So. Kalamath St.  
Fax (303) 806-9985 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!!

**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!

**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!!

**PLATTE AVENUE**  
TIRE  
AND  
AUTOMOTIVE  
SERVICE  
Over 30 Years Experience  
PLATTETIRE COM (719) 633-8799  
ACDelco 2701 E. PLATTE  
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!

**TAINT 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.

## **Pikes Peak Corvair Club Contacts**

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Treasurer	Randy Karl		karlj at comcast.net	Board
Past President	John Green		j.n.green1 at outlook.com	Board
Member at Large	Jerry Peevyhouse		Kpvhouse53 at msn.com	Board
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Membership Chair	Tony Lawler		Hvac1515 at aol.com	
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SeeMore Chair	Ken Schiffner		Kschiffner48 at gmail.com	
Facebook Admins	Patricia Fox, Mike Timmons		patl80820 at gmail.com, MichaelT432 at gmail.com	
Web Maintenance	Randy Karl		karlj at comcast.net	

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Any pictures obtained from the internet are listed under the creative commons license.

**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.

**The Palmer Lake Historical Society  
Continues the tradition  
Annual Father's Day Ice Cream Social**

**FREE Pie and Ice Cream**

**WHEN: Sunday, June 21, 2020 2:00 - 4:00 PM**

**WHERE: Palmer Lake Town Hall and Village Green  
28 Valley Crescent St, Palmer Lake, CO 80133**

**Invitation Only Vintage Car Show  
Music by Nick Davey, Singer / Guitarist / Dad  
Covid-19 virus safety practices will be observed**



Palmer Lake Town Hall



Featured Car - 1912 Studebaker

**BRING YOUR LAWN CHAIRS AND RELAX ON THE VILLAGE GREEN**

This event is free to the public. Visit [www.palmerdividehistory.org](http://www.palmerdividehistory.org)

**THANKS to Palmer Lake's ROCK HOUSE and  
Colorado Springs' Duryea Drive VILLAGE INN  
for their support of the 2020 Father's Day Ice Cream Social**



# The Drip Line



The July meeting of the Pike's Peak Corvair Club will be held Sunday, July 19 at 10:00 a.m., at the Gazebo in Palmer Lake. Members are encouraged to bring their own lawn chairs, their own food and drink, and plan to practice CDC guidelines for social distancing and mask wearing.

*Come On,*

*Like us on Facebook!*



Official Newsletter of the



Founded in 1977



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**On The Cover:** These three keep showing up together...pictured from left to right are Green's '61 Lakewood Wagon and '68 Monza Coupe, and Chris Kimberly's '64 Monza Convertible. We were pleased to be invited to a Father's Day mini-show in conjunction with Front Range Christian church, who was holding their Father's Day service at the Douglas County Fairgrounds parking lot. Proper social distancing and mask wearing were observed by all!

**In this issue, cont.**

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**PRESIDENT'S RAMBLINGS**

By Mike Piper  
PPCC President

As I write this, my calendar says it's Father's Day. Happy Father's Day to all you fathers out there. I guess it's Sunday, too and it's time to say "Wow, it's almost July" although many I talk to say with staying out of public and working remotely is making it difficult to keep track of what day it is and to be aware of the passage of time. I've also discovered as have others I converse with that having the facility to work at home tends to result in more hours working or fewer hours doing other things because our workstation is right here in our house. This is certainly new to me since for about the last 47 years I've gone to my workplace.



As in my June musings, I hope everybody remains healthy and socially engaged if not gathering in small groups. Our latest from my employer is we are preparing for another group to return to the office. The total at this time will be roughly 1/3 of our Lakewood, CO staff. So far, the ability to return remains optional and it is interesting to see what we are doing to follow the best practices of the Centers for Disease Control and the State. There is now a lot to remember to do and not to do. As a high-risk person, I'm generally staying away from the office and public venues. Karen is still working from home; our

grandson Kyle is taking on-line classes from CSU and working on campus about 3 days per week. Our pets remain dedicated to their encouragement and close supervision.

About a week ago our visit from my youngest daughter and grandson ended. That young man has quite an arm and a sense of humor. He keeps you on your toes ducking flying objects. We learned he likes to have grandpa haul him around on bike rides in a Burley trailer, and he loves honking the horn in our Corsa convertible. We all appreciate that Corvairs have good sounding horns. Along with everything else work with my brother and our families on my dad's house is ongoing, demonstrating there is plenty to do in life despite COVID-19.

I'm sure Kathy Green can use your stories about ways we have found to stay happy and engaged to include in the Dripline. I know there have been a few limited gatherings recently so I'm looking forward to reading about those. I know today there were several cars present at a small Father's Day gathering based on Christine joining us for our virtual monthly meeting from the field. Several of us are looking forward to going to Cripple Creek at the end of July for a show based on an invitation from the local museum. Look for more information in this issue of Dripline.

## PRESIDENT, cont.

By Mike Piper  
PPCC President

I personally don't have any Corvair updates. My grandson and I were going to exercise the cars today, but we ran out of time. I've only been able to average 2 hours per week lately on the "Once Blue Car" so it is sitting there with a bunch of parts either to be installed or removed and cleaned. I'm hoping July is more productive. Please let us know how you are progressing on your car projects.

Christine continues to watch and track potential future events. Let her know if you hear of any opportunities. Today we discussed attempting to have our July meeting in person but socially distanced at a park in Palmer Lake. I'll schedule a Zoom meeting as a fallback but if can meet in person we'll do that. We'll get word out to the membership when we know for sure what our plan will be.

Until next time, please stay safe and healthy and try to have fun where you can. Mike

## V.P. MESSAGE: LEAVING WELL ENOUGH ALONE, PART 2

By Ken Schiffner  
PPCC Vice President

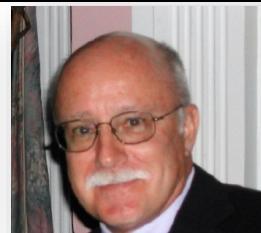
Well, in the last episode...

All I wanted to do is make use of the dummy fuel pump I had in my parts stash. Doing so resulted in frustration, and, the good news, an education.

As mentioned previously, the conversion David Feasel did worked well. A plug was used to blank off the mounting location for the manual pump and a tee was used to bring in the fuel from the main fuel line. By switching to the dummy pump, however, I had to relocate the oil pressure switch and the oil light sender. To do that, I had to do some plumbing to get around the fuel inlet line (now replaced) that goes into the dummy fuel pump. I'm no good at plumbing.

What I did was make the "tree" shown in the following figure. It was installed from the oil pressure tap where the oil light switch was located then go under the main fuel line, and then up. The oil pressure switch (shown) was mounted on the top of the "tree". The oil light switch (not shown) was mounted in the side of the "tree". It worked well, but....

I was worried about leakage (just count the number of threaded connections). Plus, Steve Goodman pointed out that engine and road vibration could encourage leaking or even cause breakage. So, I needed Plan B.



### Upcoming Meeting Dates

#### Upcoming Meeting Locations

Sunday, July 19, 10:00 a.m.: Palmer Lake Gazebo, bring your own food and drinks if desired. ZOOM meeting will be backup.

Sunday, August 23: TBD

Sunday, September :

## V.P. MESSAGE: WELL ENOUGH ALONE, cont.

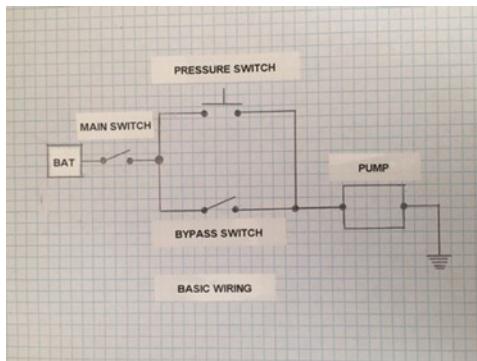
By Ken Schiffner  
PPCC Vice President

For Plan B I ordered an Adapatabolt from Clarks (Part C7521). Given clearance issues, I returned the oil light switch to the oil pressure tap on the alternator/filter mount and installed the oil pressure switch onto the Adaptabolt. Primed carburetors and started the engine. Ran fine for about 5 minutes then shutdown for lack of fuel. Found out (actually assumed) that the pressure required to close the circuit in the oil pressure switch was not high enough at the Adaptabolt. So, I moved the oil light switch to the Adaptabolt and bought a shorter oil pressure switch. Echlin OP6624, (so the switch would clear the alternator pulley) and installed the oil light switch at the Adaptabolt.

The oil light switch was moved to the Adaptabolt location. The pressure should have been nearly the same but apparently the oil pressure was lower at the bolt. I did not have a pressure gauge in order to measure the oil pressure, however.

That did the trick. (Perhaps a very low-pressure oil pressure switch is available?)

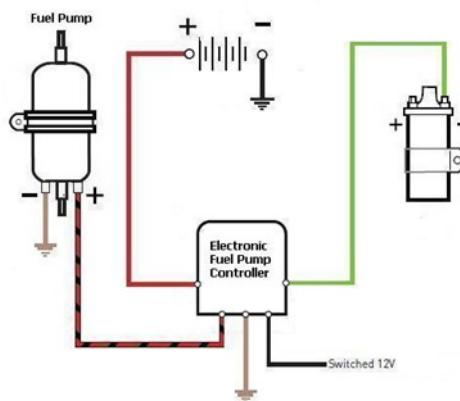
The basic wiring is like this (Battery, BAT, source is fuse protected):



Basically, the battery power is jumpered between the "Off" position of both the Main Switch and the ByPass Switch. The power comes from a tap at the fuse panel that is energized by the ignition switch. The "Load", the Pump, is connected at the "On" position of either the Main Switch or the ByPass Switch. (Connected at ByPass Switch shown). For priming, the ByPass Switch is used to

activate the pump. Once the engine runs, the ByPass switch is switched OFF thus opening that circuit. With sufficient oil pressure, the oil pressure switch is held closed thus the current flows to ground through the pump thus the pump runs. Low oil pressure opens the oil pressure switch circuit thus shutting down the fuel pump. Loss of power would also shut down the pump.

Still with time on my hands, I did some research. I found out that Ray Sedman ([www.American-Pi.com](http://www.American-Pi.com)) designed and sells an electronic pump monitor greatly simplifying the whole thing. A diagram of it follows. It senses the ignition pulses and apparently has a built-in delay that only arms the electric fuel pump when ignition (engine running) is proven. It just wires in. No "tree". No oil pressure switch. No moving the oil light switch. No Adaptabolt.



So, I'm going to evaluate Plan B and see how it goes. If not, I'll go with Plan C, Ray Sedman's controller which, given my efforts to date, should have been Plan B.



## MEETING MINUTES- June 21, 2020

Meeting Held Via Zoom

Submitted By  
Mary Ellen Feasel, PPCC Secretary

Meeting called to order by President Mike Piper via Zoom, when Mary Ellen was able to get logged on. Nine members joined the meeting.

**Treasurers report:** Members received the complete Treasurer's report via email.

**Minutes:** Motion to approve the last meetings (May) minutes. Minutes approved.

**Mail:** Mary Ellen reported no mail received.

**Cripple Creek** car show on July 25. There are six Cripple Creek businesses sponsors. Developing classes to be judged. Chris asked the group for suggestions. Garrie Fox, via chat, suggested the classes be similar to those used at the Tri-State. Later he joined us on video. Cars can be parked in the Double Eagle garage prior to car show.

**Membership:** Tony has touched base with members who have not renewed. Some want to renew but, since it's mid year, can they renew at half price. Due to the COVID, the board had approved this all ready. At this meeting an end of July deadline for these renewals was adopted. Tony will get the names to Randy who will update the roster.

**SeeMore:** Ken, in an email to the board, reported that the trailer had passed all inspections, and the plate for trailer the been obtained. Dave Feasel asked about liability insurance for SeeMore now that the licensing issues on the trailer have been solved. Tony answered that SeeMore will be a static display, with ropes cording off access to the car.

**Events:**

July 25 – Cripple Creek car show.

August 15-A cruise will take place in Downtown C.S. Dave Feasel will get the specifics out.

Discussed an outdoor meeting for July 19. Some travel issues for some members for the meeting set up as a picnic at Green Mountain Falls. Was decided to move July meeting to Palmer Lake Park at 10:00 a.m. No picnic.

**Tech session discussion:** Mike and Dave discussed parts he needed for his car. All the cars Dave bought are now at Duane Hays'.

Garrie Fox mentioned he has loads of parts that are free to members. The intent for this stash is to keep local cars on the road.

Randy asked that members send him pictures of their cars, as well as comments they would like added to the pics online.

Adjourned 11:00 a.m.

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## TECH TIP: RESTORING YOUR CAR THOUGHTS, PART 2

Submitted by  
Steve Goodman

Part 2 will be shorter I hope. I realized I had mostly covered the various steps and 'things to do' items last month. Making a plan of what you consider more desirable is important. If you don't care how good it looks then concentrate on going and stopping (actually stopping and going). Spend your time and money on what is most important to you in order to enjoy the car. If you have a shopping list of parts you need and maybe in the order you need them it will help when you see something on the internet OR better yet hopefully you see it on our local club websites. Remember too that you can advertise 'WANTED' on the websites as well as ask at the meetings.



In my way of thinking the ideal way to start is to dig up in advance spare parts from wrecking yard/other club members that you can work on while the car is sitting in the body shop. In particular is front/rear suspension parts and maybe the new seats you want to use and other interior parts. Note you have already removed all exterior trim so the choices in almost every case is buy new trim/rechromed pieces and some cleanup of door handles and things such as dash parts. Makes more sense to have the suspension parts being cleaned/maybe powder coated if not just painted and fresh bushings etc. installed at your leisure (and checkbook leisure too). Same with some of the exterior trim. Bumpers/wheel well surrounds can wait **BUT** some of the small trim/script items plus outside door handles and locks need to be installed before interior panels are in place. Again try to work out a bit of a plan as you take the car apart.

As you can see a lot can be easy if some planning is done/lists are worked up at least to a point and the ability to keep your enthusiasm up is maintained. If you can make some time every night or every other night to do something with a part of the car the feeling that progress is being made will help. If nothing else go check over your 'to-do' list so you can plan on something next time you enter the shop. Even if it is half hour of time spent it will feel rewarding to have taken another step. Do a short article for your local newsletter about your progress with the car too. Club members will ask you about how the car is doing and that again helps with your enthusiasm and keeping your interest level high.

## **TECH TIP: RESTORING YOUR CAR, PART 2, cont.**

Submitted by  
Steve Goodman

We all have seen partly finished cars for sale and a typical reason is "lost interest". Also to all of the guys reading this: make your wife a part of the car. Ask her about seat comfort/colors of in and out etc. If you involve her she then has a better understanding of what the car means to you and there is no resentment about you spending time and money on the project. DO NOT let it be 'that old car in the garage'. Also don't blame her when you have to mow the yard instead of tinker on the car, it isn't her fault that the grass grows constantly.

Final suggestion by my experience only: Resist the temptation to have more than one project going at the same time. My story is that in the late 60s I was doing 3 cars at once, two Corvairs and a VW bug. None were going anywhere because I would buy a part for one and the other two sat. Buy a part and put it on another of the three but still none are getting finished. I put all three up for sale. My thinking was sell any two of the three and use the money to finish that one that I still own. Yep my idea worked and the one that remained was finished pretty quickly. Don't you wish everything in life was that easy!!



## CRIPPLE CREEK SHOW UPDATE

Submitted by  
Chris Kimberly

Hi Everyone,

I want to give you the latest on the **FREE Cripple Creek Car Show** scheduled to be **Saturday, July 25th**. It will be at the Cripple Creek Museum parking lot with over-flow onto the street if needed. They remembered when we had a Tri-State Gathering there a few years ago, as well as seeing us cruise through on our Fall drives. They want to host as many Corvairs as possible for the day. Staging the cars will begin at 8:00 am and show will last til 4:00 pm. There is no cost to register .... just bring it and show it. The Cripple Creek Museum is covering all the publicity for this event. The public will be choosing Awards/recognitions, which will be given out later in the afternoon. The museum has quite a few sponsors (12), for this event; just check them all out on the updated publicity poster!!

I'd like to once more give a big thanks to Garrie Fox for letting me know the **Double Eagle Hotel & Casino** had reopened their hotel, and part of their casino, along with their restaurants. I contacted them and they are offering a great discount on rooms for anyone who would like to drive up to Cripple Creek on Friday night, and/or stay over on Saturday night as well. Rates for a king bed/nonsmoking room can be re-served for \$89.95 + tax, so the total with tax is \$100.93 per night. **The hotel is following all CDC guidelines**. Those of you with families, can ask for adjoining rooms if you'd like. We are currently holding a block of rooms. The Double Eagle has a **covered parking garage** for overnight guests. This is a pet friendly hotel and the cost is \$50 (nonrefundable) for pets. The Double Eagle is across the street from the museum, making it easy to stage for the show on Saturday.

**Please contact Kate Wolf (Group Sales Manager) directly, to reserve your room, and mention you're with the Corvair show. Our group reservation is #4313. You can reach Kate at 719-689-5076. Please do NOT call the regular reservations desk.** If Kate is away from her desk, please leave her a message and she will return your call asap to help you with the reservations.

Even though this is a free show, **I need to let the museum know how many cars will be participating. Please call, text, or email me at 775-830-4739, or [ckimberly4749@gmail.com](mailto:ckimberly4749@gmail.com) to let me know how many cars you'll be bringing up.** That way, the museum will know how to set up the parking lot for the show. As of June 24<sup>th</sup>, we already have 15 cars! We want to see all makes, models, specialty, modified, in any condition at the show. If you have friends with Corvairs that are not members of any club, let them know they are welcome to the show as well. See-More, the Cut Away Car, will be there making an appearance for the first time this summer. It would be fun to get as many cars out to this show as possible, and be able to socially distance visit with everyone.

If you have any questions feel free to call or email me. I'm looking forward to seeing everyone there for a fun day in Cripple Creek.

## TAOS

Submitted by  
Mike Piper

I recently received a call from a gentleman in Taos, named Raffee, who found me from a car club website. The recording quality was poor but here's what I think I got from it. Raffee was calling on behalf of the Hotel Don Fernando in Taos. I looked at their website and it is a Hilton Tapestry property. They appear to have some specials going on, probably to encourage people to stay there. I didn't get information on whether they are looking for groups or individuals. If you'd like to check it out, the phone number Raffee left is 575.758.7712. I don't know if that is the hotel or his personal cell phone.

I don't know what the COVID-19 status is in Taos or what rules might be in play, but if you're interested in a short trip to break the monotony, you might check it out..

## SEEMORE UPDATE

Submitted by  
Ken Schiffner

SeeMore is ready and waiting for whatever show opportunities arise. The trailer license plate was acquired from DMV (thank you Arapahoe County DMV!). Some sprucing up of the trailer is being planned (like painting the rear deck, fixing the clearance lights), and replacing the lower DOT reflective tape). The trailer is on loan to PPCC for the storage and transport of SeeMore.



The hope is that, if people behave themselves, show venues will open up and SeeMore can join in. The assumption is that folks will need to "social distance" and that folks will not be allowed to sit in SeeMore until conditions permit. It is assumed that SeeMore can be viewed like any other "vehicle" at an event and will need to comply with the host event and State rules without exception.

So, COVID-19, , SeeMore is ready.



## Yes, Chevy's funky Corvette Corvair was almost a thing

*Kyle Smith, Taken from Hagerty, 12/18/19, The full article is available at: <https://www.msn.com/en-us/autos/classic-cars/yes-chevy-s-funky-corvette-corvair-was-almost-a-thing/ar-BBY8CEE>*

When I first entered the vintage car world, telling folks I had a Corvair was often followed by saying, "No, not a Corvette. A Corvair." So imagine my surprise when I recently found out the Corvette and Corvair nameplates were both affixed to a single fiberglass shell six years before the Corvair landed on dealer lots. The 1954 Chevrolet Corvair is not the annoying autocorrect error I thought it was but rather a sleek Motorama show car.



The Corvette's introduction at the 1953 New York Auto Show stirred up fanfare and interest in a roadster Chevrolet had not initially planned to develop into a production car. Just 300 Polo White convertibles went into production, but that small number was enough to spark on of the longest-running nameplates of the car world.

That spark had yet to start a fire, though. The 300 1953 cars that made it to the public don't fit the definition of "sports car" fulfilled by modern Corvettes.

The Blue Flame inline-six powerplant, mated to a two-speed Powerglide automatic, was merely a means of propelling the styling exercise; performance was secondary to appearance. However, Chevrolet needed to bring something interesting to the 1954 Motorama in New York, so it created a few versions of the Corvette that were certainly outside of the box.

The Corvette Corvair was one of the prototypes debuted during the 1954 Motorama. Combining the Corvette's American flair with a healthy dose of European styling, the Corvette Corvair added more than the obvious fastback roof.

Air intake ribs on the hood and fender vents were alterations from the C1 Corvette's now-familiar front end and helped dissipate heat from under the hood. This recreation packs an early small-block V-8, though the original show car would have kept the Blue-Flame cylinder, since the small-block was still a year away from production.

Further back, a wraparound windshield blended into the sloping roofline which terminated at a small cove designed to resemble a jet afterburner. Small fins on the tail lights kept the aerospace theme strong from front to back. The large trunk panel is a bit misleading since, in reality, the cargo space is quite small; the car appears to be a case of adding a hardtop to a Corvette rather than redesigning the underlying body to increase rear capacity.

The original show car was displayed in ruby red during the 1954 Autorama, repainted mint green, and eventually destroyed. The Corvette was struggling to achieve sales volume in 1954, so the thought of expanding the Corvette brand was

too much for GM. Luckily, the Corvette Corvair still lives on in all the conversations in which I explain how the Corvette and the Corvair are indeed different...though their stories were, at one time, closely intertwined. *-The End*



## DRIP QUIPS

A little 'blast from the past'...I'd buy that car!



## MEET THE MONZA—Chevy's newest Corvair

■ A frisky new 4-seater with fresh ideas ■ sports-car-type bucket seats in front ■ sumptuous new interior with all vinyl upholstery and deep-twist carpets ■ here's the sportiest club coupe that ever came your way!

The Monza is a crisp, purposeful automobile that begs to be driven. The steering is feather-light and the rear engine imparts a feeling of precise balance and ground-gripping traction; a feeling that this is a happy kind of car that hauls kids or groceries with the same gay spirit that it sprints around a hidden country lane. This is real personal transportation, tailored for people who make a point of being hard to please. Sit in one, try the controls; one drive and you'll be reluctant to hop out for long enough even to buy it.



Close relatives—Corvair and Corvair Monza.

See your local authorized Chevrolet dealer for economical transportation

If you have a fun, amusing, touching or interesting story or picture you think can bring a smile, an 'aaaaah' or an 'eeek', 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 rescheduled 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.**

 **July 6–11, 50th Annual Corvair National Convention:** *This event has been postponed until 2021.*

 **July 10-11, Thunder in the Valley Friday Night Cruise and Saturday Car Show:** *This event has been cancelled.*

 **Saturday, July 11, 8:00-3:00, RockABillie Heat In the Valley Car Show:** John Metcalf Park, Fountain, CO. As of this writing the event is still scheduled. Information available [here](#).

 **Saturday, July 12, 8:00, El Paso County Fair Car Show:** The Car Show has been cancelled. Details on fair activities are available [here](#).

 **Sunday, July 19, PPCC Meeting, 10:00:** Palmer Lake Gazebo. Bring your own chairs and any food or drink you may wish to have. Please plan to follow all CDC guidelines regarding social distancing and wearing of masks.

 **Saturday, July 25, FREE Event sponsoring a Corvair Car Show, 9:00—3:00 (setup at 8:00):** Cripple Creek District Museum, 5th & Bennett, Cripple Creek. This is an invitation, Corvair only show. See flier at the end of The Drip Line.

 **Saturday, August 8, CCCC Rocky Mountain Air & Ground Festival:** *This event has been cancelled.*

 **Sunday, August 9th, RMC Dale Wilshire Memorial Picnic.** The RMC club has reserved the Dixon Grove shelter at Cherry Creek State Park, Dixon Grove area. Keep this date open. Hopefully we will be out from under the isolation restriction by this time.

 **Sunday, August 16, Ace Entertainment's Old Colorado City Car Show:** Bancroft Park, 2408 W. Colorado Ave., Colorado Springs. 719-329-4736 or [www.aceent1.com](http://www.aceent1.com).

 **Sunday, August 23, Club Meeting, 10:00, location and details TBD**

 **August 28-30, Pikes Peak Hot Rod Rock & Rumble:** Pike's Peak International Raceway, Fountain, CO. Information available [here](#).

 **Saturday, September 12, 29th Annual Cruise Above the Clouds:** Woodland Park, CO. Information available [here](#).



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

## 2020 PPCC Activities, Cont.



**Sunday, September 20, PPCC Club Meeting:** Time and location TBD.



**Saturday, September 26, Annual Fall Tour:** Times and route information TBD.



**October 2-4, Great Plains Corvair Roundup:** The host hotel is the Wyndham River Front Little Rock AR 2 Riverfront Pl, North Little Rock, AR 72114 Phone: (501) 371-9000. Information available [here](#).



**October 2-4, Great Western Fan Belt Toss:** Palm Springs, CA. This event was originally scheduled for later in October, but may be cancelled altogether at this time. Information available [here](#).



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



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

**Saturday, December 12, Annual Christmas Party:** Biaggi's Restaurant in Colorado Springs. More information coming soon.

### 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. Oversized 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/>

**Note: As events are cancelled or rescheduled 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 to the best of our knowledge. However, before planning to attend an event, please check with the event sponsors to confirm.**



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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 Frequented 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](mailto:rearengine.steve@att.net)  
website: [www.rearenginespecialists.com](http://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!

**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 3775 So. Kalamath St.  
Fax (303) 806-9985 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!!

**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!

**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!!

**PLATTE AVENUE**  
TIRE  
AND  
AUTOMOTIVE  
SERVICE  
Over 30 Years Experience  
PLATTETIRE COM (719) 633-8799  
ACDelco  
2701 E. PLATTE 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!

**TAINT 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.

## Pikes Peak Corvair Club Contacts

President	Mike Piper	720/255/1007	Mapiper3 at comcast.net	Board
Vice President	Ken Schiffner	201/749/3063	Kschiffner48 at gmail.com	Board
Secretary	Mary Ellen Feasel		Mrsfesl at gmail.com	Board
Treasurer	Randy Karl		karlj at comcast.net	Board
Past President	John Green		j.n.green1 at outlook.com	Board
Member at Large	Jerry Peevyhouse		Kpvhouse53 at msn.com	Board
Activity Chair	Chris Kimberly		Ckimberly4749 at gmail.com	
Membership Chair	Tony Lawler		Hvac1515 at aol.com	
Newsletter Editor	Kathy Green	720/202/0351	Karmknecht@msn.com	
SeeMore Chair	Ken Schiffner		Kschiffner48 at gmail.com	
Facebook Admins	Patricia Fox, Mike Timmons		patl80820 at gmail.com, MichaelT432 at gmail.com	
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**FREE**

# **CORVAIR CAR SHOW**

**SATURDAY, JULY 25**

**9-4 CRIPPLE CREEK DISTRICT MUSEUM**

**CRIPPLECREEKMUSEUM.COM**

**719-689-9540**

**DON'T MISS THE  
SEEMORE CUTAWAY!**



## **SPONSORS**



# The Drip Line



The next meeting of the Pike's Peak Corvair Club will be held Sunday, August 16, 10:00 a.m., at the Gazebo in Palmer Lake.

Come On,

Like us on Facebook!



Official Newsletter of the



Founded in 1977



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**On The Cover:** Excitement continues to build for the Cripple Creek Car Show. Please plan to bring out the cars!! Last minutes details are listed on page 4 of this publication.

## **PRESIDENT'S RAMBLINGS**

By Mike Piper  
PPCC President

I'm beginning to repeat myself which I hate to do, but another month has flown by. I hope you all remain healthy and you're finding ways to stay engaged despite the need for social distancing. We've made it past the longest day of daylight for the year (back in June even), and since I've been working remotely and not going out as much it sneaked past me. In normal times I enjoyed getting home from work and having several hours still available to work on my cars or the yard or...



Working on my computer from my living room or helping my brother work on my dad's house for the estate has the effect of me not really noticing what's going on outside until the sun starts to set. I do have a cat and a couple of birds to provide a great deal of unpredictable entertainment.

On the Corvair and PPCC front, it has generally been pretty quiet. Car shows have pretty much ceased or they have become cruises. We have had board meetings via Zoom so if you have issues you would like the board to address, please let one of the board members know and we'll

discuss it. We've had a couple of PPCC general meetings via Zoom which have worked out OK, but the attendance has been light. This last Sunday we had a small socially distanced, mask enabled meeting in a park in Palmer Lake (thanks to Wayne Russert for setting this up). It was a really pleasant venue; the weather was nice with cloud cover to keep the temperature down and provided enough sprinkles to spot our cars but not get the people wet. Throughout the meeting we digressed into tech topics which I believe will help members with their projects. We will attempt to have the next meeting at this locale as well. Stand by for details.

Christine has been working hard to figure out things we can do to get our cars out for the public to see and for us to enjoy driving. The next event coming up is the car show in Cripple Creek. Look further in the Dripline for details. She is also working on what we can do for our fall foliage drive. Several possibilities are on the list. If you have suggestions, please let Christine know.

With respect to getting our cars out for a drive, this is really Steve's expertise but remember it is important to start your cars and drive them to keep everything lubricated and to avoid developing leaks or a tank full of stale fuel. Just running

## PRESIDENT, cont.

By Mike Piper  
PPCC President

them in the garage or driving around the block is really not sufficient to get the engine and oil warmed up and the seals lubricated.

Finally, please remember that Kathy Green needs content so if you are going to do something interesting or you already have done something please consider dropping Kathy a quick story and a photo or two. That will help Kathy with the award-winning newsletter and help all of us stay engaged.

Until next time, please stay safe and healthy and try to have fun where you can.

Mike

*Stay Safe!*

## V.P. MESSAGE: SPILT MILK

By Ken Schiffner  
PPCC Vice President

When it comes to purchases over the years, I've often missed out. Way back in the '70's a friend showed me his new computer by a firm called "Apple". He said the computer was great. He also bought stock in Apple. I had a PC (actually starting with a Timex Sinclair "computer", tape recorder, and black and white TV. Then a Commodore 64. Then the PC). I didn't need the Apple and I couldn't afford to buy the stock. The friend is reportedly retired in Florida. If only I had some of that stock today!



Then there was a Model A Ford Sport Coupe in 1966. It sat in the back yard of a neighbor's house in NJ. The neighbor used it to go to college in Alabama in the '30's and in the post-college winter rigged it to become a log sawing device (removed a rear wheel and attached a non-OSHA approved, exposed, life threatening belt drive and saw blade that would have made Snidley Whiplash jealous and make Dudley Do-Right think twice about saving Nell). The Sport Coupe ran, even though parked. I could have bought that car for \$500. Didn't have the money. Didn't have a place to store it.

Or a Rampside. Had a chance to buy a real beauty for about \$4,000. It was offered at a special price from a friend. Today, that vehicle might sell for \$15,000-20,000, maybe more.

**Upcoming  
Meeting  
Dates**

### Upcoming Meeting Locations

Sunday, August 16: 10:00 a.m., at the Gazebo in Palmer Lake.

Sunday, September : TBD

Sunday, October: TBD

**SPILT MILK, cont.**By Ken Schiffner  
PPCC Vice President

But then I thought, if I couldn't afford the Apple stock, I simply couldn't afford the stock. Get real. If I had bought the Model A, I would have had to restore it (maybe costing \$10,000 or more). To keep it garaged at about \$150/month would have set me back about \$20,000 if I still had the "A" today. And the Rampside? Well, let's not think about that.

So, these things happen.

No sense crying over spilt milk, right? Sob, maybe. Cry? No\*.

\*OK, maybe sometimes.

**CRIPPLE CREEK**Submitted By  
Chris Kimberly

I just want to touch base with a few details for the Cripple Creek Show this coming Saturday, July 25th:

\*\* If you plan on bringing a Corvair but haven't told me yet, please text, or email me by Thursday. We will be working on the layout plan for the cars in the parking lot based on the number of cars coming. As of today, I have a count of 21 cars including Seemore.

\*\* If you need to make hotel reservations, call Kate Wolf the events manager directly at 719-689-5076 to book your discounted reservations. DO NOT call the regular reservation desk.

\*\* Please bring your masks.

\*\* If you have a 'do not touch sign' for your car, please bring it. I will have a few extras with me if needed.

\*\* Please bring your own beverages, i.e., water/soda, munchies (unless you

**CRIPPLE CREEK**Submitted By  
Chris Kimberly

want to wander around town), your chair, sun screen, etc., for the show.

If you are interested in caravanning, I will be going up Friday, late morning. Meet me at 10:45am, at Rudy's Country Store and Bar-B-Q, at the corner of S 31st St. and Route 24 West, in Colorado Springs. Everyone can fuel up, get snacks, drinks, etc, and we will head up to Cripple Creek at 11:00.

An afternoon caravan group will meet at Rudy's at 3:00 pm. Meet up with Kathy and John Green for this caravan.

Of course, you can come up on your own at a time that works for you.

Directions to Cripple Creek: Route 24 West out of Colorado Springs. Go To the town of Divide and turn left on Route 67 (traffic light). Follow signs to Cripple Creek. As you come into town, 67 is 5<sup>th</sup> St. The Museum and the Double Eagle Hotel are at the corner of 5<sup>th</sup> St., and Bennett Dr., across the street from one another.

I'm looking forward to seeing everyone there for a fun car show weekend.

Chris Kimberly



## MEETING MINUTES- July 19, 2020

Palmer Lake Gazebo, Palmer Lake, CO

Submitted By  
Mary Ellen Feasel, PPCC Secretary

Meeting called to order at 10:20 a.m. at Palmer Lake Park. Ten members present, two came later.

M

Some tech issues were discussed prior to the meeting being called to order.

E

No 50/50.

E

Minutes of last months (June) meeting approved.

T

Treasurers report: Report is available to all members if requested.

I

Mail: Received two dues payment, one more is on its way. One more person to check with who doesn't have email.

N

**Cripple Creek** car show on July 25. Discussed the set-up of SeeMore at Cripple Creek. "Don't Touch!" signs for cars are on order. Discussed caravaning to Cripple Creek. Looks like a couple of start times for different groups.

G

Museum to donate \$100 from sponsors to help cover the transportation of SeeMore.

At Cripple Creek there will be two trophy awards. People's Choice to be voted on by guests of the show. Sponsor's Choice will be voted on by the Sponsors. Nineteen cars confirmed.

A donation bin will be set-up near SeeMore for SeeMore fund. Will need it watched during the show.

An email to the membership and a post to Facebook will show the details of the show, such as set up time for cars, numbers to contact for reservations at the hotel, etc. Chris Kimberly is the club contact.

On to future events....

M

John Green has talked to Ace, and details still being worked on with the City regarding the Old Colorado Show on August 16. It may be a cruise rather than a parked show, as in years past. If that's the case our meeting, scheduled for the show, will be held elsewhere. Considering Palmer Lake Park again.

I

Fall Drive-still determining what route to take. Some routes were discussed. Need to consider if any restaurants can accommodate our usual large numbers due to COVID limitations. Suggestion made that participants bring their own food and we can meet somewhere near the end of route for a picnic. More TBD.

N

Tech session continues....Jerry has his car running. Dave Feasel, helped him get his carbs balanced.

U

Randy is removing parts from the parts car from Dave's eleven that he bought. He noted that he discovered two hex nuts and two square bolts holding the shifter in. He showed an example of a bracket from the parts car that was modified the wrong way. Good examples of how things are not suppose to be.

T

Adjourned at 11:10 a.m. due to Secretary needing to get to work by noon. It appears show and tell continued after she left.

E

S

## TECH TIP: IDENTIFY YOUR ENGINE

Submitted by  
Steve Goodman

I am kinda surprised that the interest in Corvairs has picked up even greater than normal as this year is going past. I get lots of phone calls and emails about cars shown for sale in Craigslist/Ebay/Bring A Trailer and more. One thing I have always noticed (long before this year) is that any 2 carb engine is automatically referred to as a '110'. I see a 1961 Monza cpe advertised with a 110 engine but almost invariably it is the stock 80hp (145ci) engine from 1961. Hopefully we all know that the 110 is larger displacement (164ci) and wasn't offered until 1964. External changes that GM did through the years usually give some clues as to engine ID. BUT as you read below you will see it is indeed a little tough to separate what actually belongs on an engine due to all of the changes made by owners and shops through 60 years.



Before I begin this let me remind everyone that a 1960 engine can be installed in a 1969 car and a 1969 engine can be installed in a 1960 car. Everything is fair game with mixing parts on Corvairs and I really believe the Corvair has been victim to the swapping more than most other brands of cars. Now let's start.....

Among the easiest things to spot is cooling fan designs. Is it a magnesium fan with straight blades or metal/tin with curved blades. Mag fans were used from 64-9 BUT only 1964 uses the smaller diameter fan bearing. Tin fans are all 145ci. To muddy this a bit the parts do get changed from either direction. Occasionally someone will use top cover/bearing and tin fan on a late engine because the fan CFM is a bit greater. Many times the late top cover/fan bearing and mag fan are used on early engines.

Next is the crank pulley. If it is the stamped tin pulley it should be pre-1964. If the harmonic balancer is installed then it should be 164ci. A little twist here that 164ci 95hp engines many times were assembled with a cast 3-spoke pulley from GM. Not helping also is the 3 spoke was a common replacement from GM for any engine NOT needing the balancer. (110/140/150/180hp all needed the balancer)

The belt guide on fan shroud and idler pulley should indicate 1964-9 but the guides were not offered until well after the 1964 model year began. Also the fan shroud can be changed from some years so adding to early engines is easy.

The PCV/crankcase vent system can help. The road draft tube is early only 1960-1962. In 1963 a PCV valve was used but that valve was continued through 1965 for A/C cars. The tube into the air cleaner base is 1964-9 except as just noted for A/C in 1965. Many road draft tube engines were changed to closed systems when the emission testing began. One of the rules was NO visible emissions and when testers would

## TECH TIP: IDENTIFY YOUR ENGINE

Submitted by  
Steve Goodman

see fumes/blow-by from bottom of engine then air test was a 'fail' until repaired. (I even saw oil leaks causing the smoke and resulting in 'fail' until oil leaks repaired)

If no one has touched a 1964 engine the generator posts will point towards the rear of the car, same as ALL station wagon and FC engines. Today most generators have been swapped for alternators so help there has gotten less.

Before I finish with the last two below can I remind you of many small details such as carb id/distributor id/carb linkage/bolt sizes on various shrouds/choke differences/oil cooler differences and even casting changes on rear engine cover and more trivial items. ALSO OF GREAT IMPORTANCE is comparing the VIN number on body tag with title and checking/deciphering the ID tag on rear frame rail that indicates options added to the car. Unfortunately this is a science that has numerous empty spots even after all these years. \*

The most obvious; looking at engine letter code\*\* is also mis-leading at times. Example: 1963 102hp (145ci) and 1964 110hp (164ci) use the same YN code on the engine case halves. To help confuse even more it is fairly common to modify the early case halves to give clearance for the longer stroke crankshaft particularly the FC style case halves because of rear oil dipstick tube. Also there are 145ci engines out there using late case halves.

One last step is looking at head casting numbers\*\*\*. Usually the heads will give the best 'final clue' to displacement/hp of an engine. Of course reading the casting numbers is the most difficult (this is why I saved it until the end). On the passenger side at rear of engine the muffler hanger must be removed and on driver side the numbers are on end pointing forward. The exhaust manifold and heater outlet must be removed. Even those numbers are not completely conclusive to engine identification but by the time everything has been checked over the guess should be close to correct.

My last words are that if you as the buyer are concerned over correct parts etc., then take someone with you. Another pair of eyes and hopefully experience can be very valuable. GOOD HUNTING

\* Internet help for decoding the ID tag is [www.corvaircenter.com](http://www.corvaircenter.com)

\*\* \*\*\* NOTE: aids to help with the numbers and descriptions are *JUNKYARD PRIMER* and info pages in *CLARKS* catalog.

## SPRUCING UP THE TRAILER FOR SEEMORE

By Ken Schiffner  
PPCC Vice President

To get the trailer ready to cart SeeMore (hopefully) to Cripple Creek), Rick and Charlie Beets (and I) did some “sprucing up” of the trailer.

The focus was mainly on the exterior of the back deck (ramp). This is what folks following the trailer see and what is first noticed by event attendees when SeeMore arrives. The outside had been spattered with concrete spray. The team scrapped most of that spatter away. The lower damaged DOT 2 marking tape was removed and the adhesive was Goof Off’ed. The panels were power washed and sanded and, after masking, Rick painted the cleaned surfaces white as original. Silicone sealant is ready to be applied to replace the old sealant that was removed.



Charlie Beets Power Washing Trailer Ramp Exterior

New DOT2 marking tape was purchased (donation) and will be applied once the paint dries. When the trailer VIN was confirmed we were told that the DOT markings were out of date. Also, a couple of the perimeter lights were not working so new ones were purchased (donation). Electrical circuit needs checking and improvement, so the lights were not yet installed. The wiring needs to be configured to allow the tow vehicle to charge the winch battery. A battery maintainer is in the “stuff” kit in case local power is available to keep the battery happy.



Masking

## SEEMORE UPDATE

By Ken Schiffner  
PPCC Vice President

A leak was found in the front corner of the roof however the team couldn't locate the exact source of the leak. Try again soon. A new front jack was purchased (donation). The original was damaged and was too hard to operate. Now works like "butter".



Rick Beets Painting

A license plate frame was ordered (donation) from Clark's and should arrive in time for Cripple Creek. Says "Classic Corvair". SeeMore is "Classic", right?

The wheels were power washed using Rick's handy power washer. Look good! Tire tread looks OK but may need replacement for SD next year.

Future efforts may include repairing or replacing some of the side panels. Could be pricey.

Rick bought (donation) two (2) covered bins to be bolted in place in the trailer to hold the paperwork and other small items that currently slide around. The back-ramp gasket is a bit of a problem and ideas to fix/replace it are being explored.

A decal or transfer of the PPCC logo, or other, is needed to apply to the trailer. Will need similar one from RMC. One from Steve Goodman and others from donor clubs will also be applied.

Plan is to place the logo's, etc., on the back panel if DOT permitted or on panels that will not be replaced. To see how the effort turned out, you'll need to see SeeMore and trailer at the next (first) event, hopefully Cripple Creek!

Now if only COVID-19 will cooperate!



## TOOLS EXPLAINED

Submitted by  
John Dawson

Many thanks to member John Dawson for this enlightening article—please enjoy!!



## TOOLS EXPLAINED

**DRILL PRESS:** A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

**WIRE WHEEL:** Cleans paint off bolts and then throws them somewhere under the work-

## TOOLS EXPLAINED

Submitted by  
John Dawson

bench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh\*t'

**DROP SAW:** A portable cutting tool used to make studs too short.

**PLIERS:** Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

**BELT SANDER:** An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

**HACKSAW:** One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

**VISE-GRIPS:** Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

**OXYACETYLENE TORCH:** Used almost entirely for lighting on fire various flammable objects in your shop. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race..

**TABLE SAW:** A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

**HYDRAULIC FLOOR JACK :** Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

**BAND SAW :** A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

**TWO-TON ENGINE HOIST:** A tool for testing the maximum tensile strength of everything you forgot to disconnect.

**PHILLIPS SCREWDRIVER:** Normally used to stab the vacuum seals under lids or

for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

**STRAIGHT SCREWDRIVER:** A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

**PRY BAR:** A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

**HOSE CUTTER:** A tool used to make hoses too short.

**HAMMER:** Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

**UTILITY KNIFE:** Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

**ADJUSTABLE WRENCH:** aka "Another hammer", aka "the Swedish Nut Lathe", aka "Crescent Wrench". Commonly used as a one size fits all wrench, usually results in rounding off nut heads before the use of pliers. Will randomly adjust size between bolts, resulting in busted buckles, curse words, and multiple threats to any inanimate objects within the immediate vicinity.

**SOB TOOL:** Any handy tool that you grab and throw across the garage while yelling 'Son of a b\*tch' at the top of your lungs. It is also, most often, the next tool that you will need.



## FRESH AIR!!!

Submitted by  
Kathy Green

After four months of zoom meetings it was fantastic to see everyone who was able to attend our July meeting on Sunday! We met at Palmer Lake park, where we set up our own chairs, and made sure we were masked and appropriately socially distant.

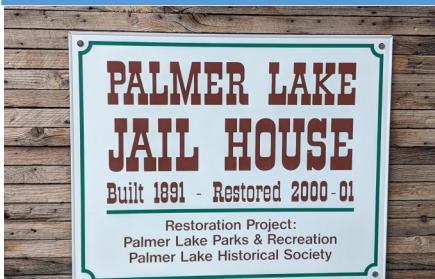
We had twelve attendees and seven Corvairs. Wayne Russert had reserved the park for us, so we were able to enjoy our time without concern that someone else would 'need' the space—thanks Wayne! Though we had a few rain showers come through, it was wonderful to share conversation and stories before and after the meeting, and to enjoy the structure of the meeting live and in person. Our next meeting will be in the same location—please give it your best shot to join us!



Russerts '64 convertible, Peavyhouse's '65 2-door coupe (at it's first meeting!), Mike Piper's '65 convertible



From left back: John Green and Coda, Randy Karl, Chris Kimberly, Ray Schick and Ella, Bonnie and Wayne Russert, Mike Piper, Keithann and Jerry Peavyhouse (with their backs to us).



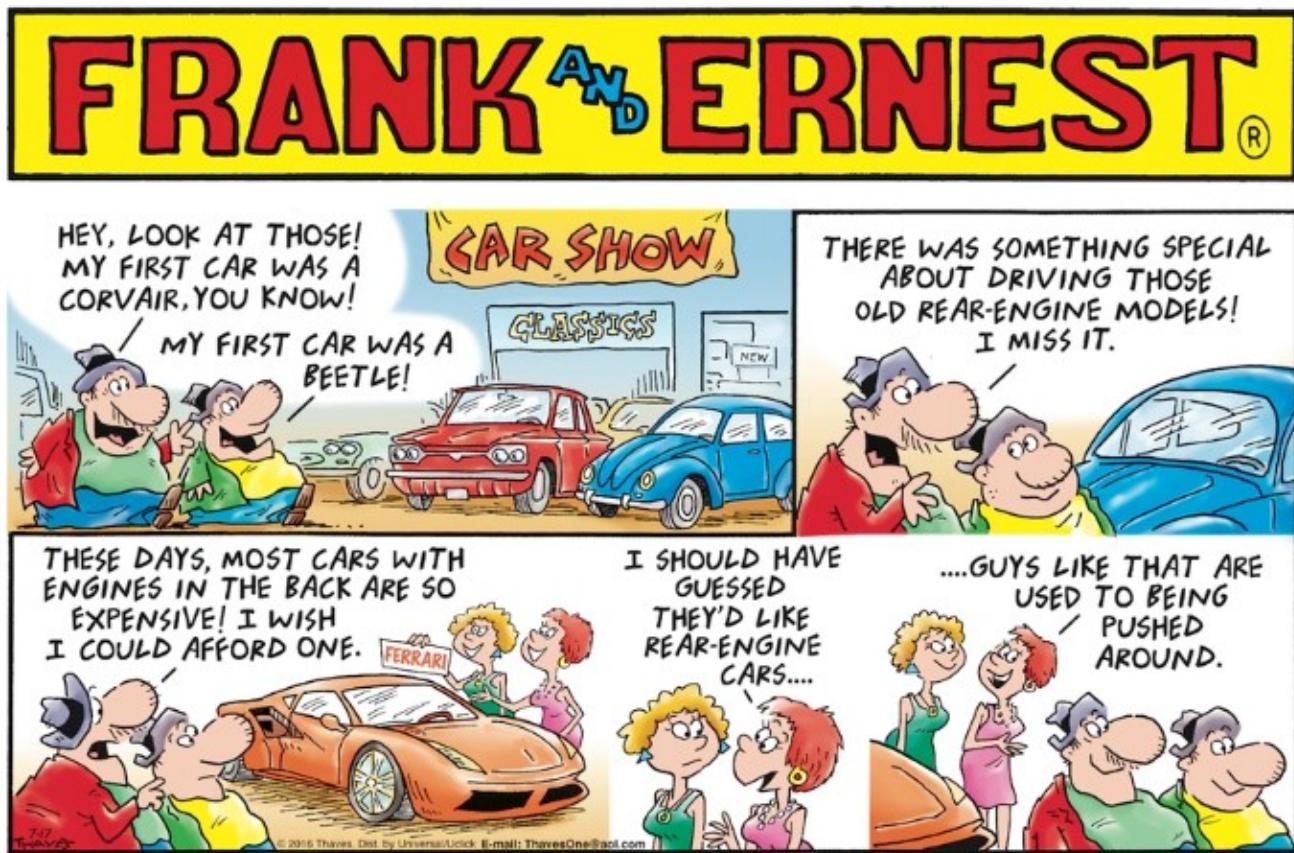
No one ended up here, though Mike did drive a little fast to be on time!



Chris's '64 Monza Convertible, Dave Magill's '65 Corsa (for sale), Green's '68 coupe, Karl's '68 coupe

## DRIP QUIPS

As published 7/17/2016



If you have a fun, amusing, touching or interesting story or picture you think can bring a smile, an 'aaaaah' or an 'eeek', 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 rescheduled 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.**



**Saturday, August 8, CCCC Rocky Mountain Air & Ground Festival:** *This event has been cancelled.*



**Sunday, August 9th, RMC Dale Wilshire Memorial Picnic.** The RMC club has reserved the Dixon Grove shelter at Cherry Creek State Park, Dixon Grove area. Keep this date open. Hopefully we will be out from under the isolation restriction by this time.



**Sunday, August 16, Club Meeting, 10:00:** Palmer Lake Gazebo and park. Please bring your own lawn chairs and masks.



**Sunday, August 16, Ace Entertainment's Old Colorado CRUISE:** The car show has been cancelled, but they are planning a cruise. Information to come soon!



**August 28-30, Pikes Peak Hot Rod Rock & Rumble:** Pike's Peak International Raceway, Fountain, CO. Information available [here](#).



**Saturday, September 12, 29th Annual Cruise Above the Clouds:** Woodland Park, CO. Information available [here](#).



**Sunday, September 20, PPCC Club Meeting:** Time and location TBD.



**Saturday, September 26, Annual Fall Tour:** Times and route information TBD.



**October 2-4, Great Plains Corvair Roundup:** The host hotel is the Wyndham River Front Little Rock AR 2 Riverfront Pl, North Little Rock, AR 72114 Phone: (501) 371-9000. Information available [here](#).



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



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



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



**Saturday, December 12, Annual Christmas Party:** Biaggi's Restaurant in Colorado Springs. More information coming soon.



*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*

## 2020 PPCC Activities, Cont.

### 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. Oversized 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/>

**Note:** As events are cancelled or rescheduled 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 to the best of our knowledge. However, before planning to attend an event, please check with the event sponsors to confirm. Keep a good thought that this will pass soon.



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 Frequented 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](mailto:rearengine.steve@att.net)  
website: [www.rearenginespecialists.com](http://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!

**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 3775 So. Kalamath St.  
Fax (303) 806-9985 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!!

**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!

**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!!

**PLATTE AVENUE**  
TIRE  
AND  
AUTOMOTIVE  
SERVICE  
Over 30 Years Experience  
PLATTETIRE COM (719) 633-8799  
ACDelco 2701 E. PLATTE  
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!

**TAINT 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.

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**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.

# 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.

Come On,

Like us on Facebook!



Official Newsletter of the



Founded in 1977



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**On The Cover:** 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.

**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 Whately (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 upon? (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.

 <p><b>Upcoming Meeting Dates</b></p>	<p><b>Upcoming Meetings</b></p> <p><b>Sunday, October 18, PPCC Club Meeting:</b> Time and location TBD.</p> <p><b>Sunday, November 15, PPCC Club Meeting:</b> Time and location TBD.</p> <p><b>December, PPCC Club Meeting:</b> Time and location TBD.</p>
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**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.

**M**

Minutes of last months (August) meeting approved.

**E**

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

**E**

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

**T**

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

**I**

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.

**N**

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

**G**

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.

**M****I**

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.

**N**

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.

**U**

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.

**T**

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

**E****S**

**MEETING MINUTES- September 20, 2020****Cont.**

Submitted By

Mary Ellen Feasel, PPCC Secretary

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.

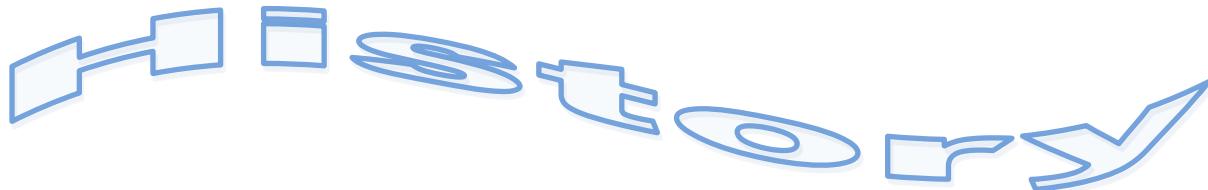
Ken mentioned that the New Jersey club is recording some tech sessions and broadcasting on Zoom. May be something our club could do too. More info to come.

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 milage.

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

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.



## LOCAL SHOW

Submitted by  
John Green

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 & Robbin'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 DE'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.

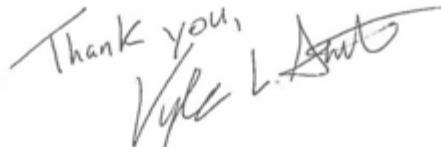
To whom it may concern:

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 its 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.

A handwritten signature in black ink that reads "Thank you, Kyle L. Davis". The signature is cursive and fluid, with "Thank you," written above "Kyle L. Davis".

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.

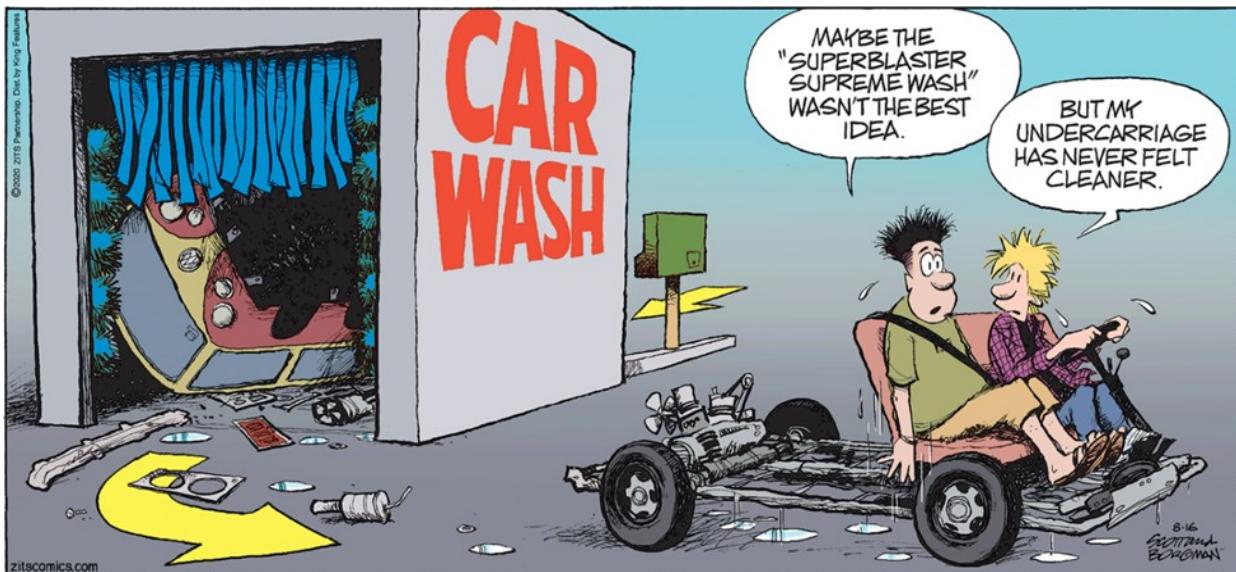
Fun story to tell people at parties, though. Still, the polite response from the Concours served to amplify the tinge of regret I felt about wasting the selection committee's time and energy. As much as I goofed off at its expense, I have nothing but respect for the group of professionals that make such 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 'eeek', 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 rescheduled 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. Oversized 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 Frequented 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](mailto:rearengine.steve@att.net)  
website: [www.rearenginespecialists.com](http://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!

**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 3775 So. Kalamath St.  
Fax (303) 806-9985 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!!

**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!

**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!!

**PLATTE AVENUE**  
TIRE  
AND  
AUTOMOTIVE  
SERVICE  
Over 30 Years Experience  
PLATTETIRE COM (719) 633-8799  
ACDelco 2701 E. PLATTE  
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!

**TAINT 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.

## Pikes Peak Corvair Club Contacts

President	Mike Piper	720/255/1007	Mapiper3 at comcast.net	Board
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Secretary	Mary Ellen Feasel		Mrsfesl at gmail.com	Board
Treasurer	Randy Karl		karlj at comcast.net	Board
Past President	John Green		j.n.green1 at outlook.com	Board
Member at Large	Jerry Peevyhouse		Kpvhouse53 at msn.com	Board
Activity Chair	Chris Kimberly		Ckimberly4749 at gmail.com	
Membership Chair	Tony Lawler		Hvac1515 at aol.com	
Newsletter Editor	Kathy Green	720/202/0351	Karmknecht@msn.com	
SeeMore Chair	Ken Schiffner		Kschiffner48 at gmail.com	
Facebook Admins	Patricia Fox, Mike Timmons		patl80820 at gmail.com, MichaelT432 at gmail.com	
Web Maintenance	Randy Karl		karlj at comcast.net	

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Any pictures obtained from the internet are listed under the creative commons license.

**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.

# The Drip Line



The next meeting of the Pike's Peak Corvair Club will be held Sunday, November 15 at 9:30 a.m. at Valley Hi Golf Club, 610 Chelton Road, Colorado Springs, and via Zoom. Watch your email for a Zoom link should you choose to attend remotely.

*Come On,*

*Like us on Facebook!*



Official Newsletter of the



Founded in 1977



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**On The Cover:** Green's 1961 Lakewood traveling through the spectacular Aspen's on this year's Fall Drive. See the article later in *The Drip Line* for more information and photos.

**PRESIDENT'S RAMBLINGS**

By Mike Piper  
PPCC President

I apologize for this having a feeling of "here we go again" but due to the ongoing COVID-19 concerns and restrictions we have had many of our usual activities cancelled. We have found limited ways to meet and converse while being cautious about our exposure.



One highlight was the fall drive to Victor that is described elsewhere in this issue of Dripline. Some highlights or interesting things to Karen and I were my grandson agreed to drive the white '66 Monza convertible which increased the Corvair count by one. We got separated leaving Rudi's due to the traffic light so we could see Kyle, Ed Halpin's 1967 and John & Kathy Green's 1961 wagon ahead of us but there was no reasonable way to catch up given traffic which was particularly bad in Woodland Park. That appeared to be an example of "Traffic Calming" where lights are deliberately timed to slow traffic because after the last light there was no apparent delay... We were among Model As and a couple of other older cars. I got quite a laugh at the spectators as we pulled off into a large pullout. You could clearly see a look of "what's going on?" while Corvair after Corvair pulled in. Beyond my

narrow little world, the leaves were quite a display, we were able to wander about in the mining museum with folks available to show us the displays and we had an excellent lunch in the park. Kyle got tired of us on the way home and took off, but he only beat us home by about 5 minutes. I'm happy to report that the length of the suspension abuse sections of I-25 are reduced from the last time.

Another highlight was our recent hybrid meeting of a meeting in person at the Valley Hi Golf course restaurant with a Zoom meeting on an iPad. This could probably be improved with better sound and a bigger screen but it was a start. We had a good, combined turnout and I think everybody enjoyed the meeting to some degree. We even had two Corvairs. I started out in mine but the weather in Denver was sketchy, so I turned chicken and went back for a different car. I didn't realize it would be fine after the southern end of town.

I believe the slate of candidates for 2021 officers has been set. Please look forward to the opportunity to vote either for the candidates or write someone in. Think about the Snoopy for President campaign of 1968...

See below for some info on a shared Christmas event opportunity with RMC. See also the oppor-

**PRESIDENT, cont.**

By Mike Piper  
PPCC President

tunity to donate to Toys for Tots in lieu of bringing a toy to the PPCC meeting. There is also a move afoot to move the December PPPC meeting up a week to avoid potential holiday travel conflicts. More info to follow.

Now that summer seems almost over, or at least the days are noticeably shorter I hope the rest of you can still find ways to enjoy your cars, despite ongoing social distancing. Maybe you'll have some winter projects you can work on. My great summer plans are now drifting into fall and probably winter since my life has evolved into home projects interrupted by Zoom meetings for work, or the other way around.

Until next time stay safe and healthy and happy driving.

Mike

**V.P. MESSAGE: WHAT WE'VE LEARNED**

By Ken Schiffner  
PPCC Vice President

**What have we learned from this?**

The second bell hadn't wrung yet. I was sitting in high school English class likely wishing I were somewhere else. The English teacher hadn't arrived yet. I was about to learn how good a teacher of both English and human nature he was.

The bell wrang, the classroom door opened and, abandoning his usual slow tired entry, came in with a rush, obviously mad, and threw is small portfolio case on the desk. Got everyone's attention. Silence.



He sat on the edge of his desk saying nothing. He just stared at the clock. Waited for the classroom door to open.

Then the door opened and one of my classmates (a very popular one) entered. Very Late. The teacher confronted him and told him to do nothing and to take his seat. Still upset, the teacher said no, get up in front of the class! The teacher berated him, up, down, and sideways. Seemed like 3-4 minutes went by. Then to our shock, the classmate swung at the teacher ( don't recall if it was a jab or uppercut, doesn't matter, nothing landed).

**Upcoming Meetings**

**Sunday, November 15, PPCC Club Meeting:** 9:30 a.m., Valley Hi Golf Club, Colorado Springs, and via Zoom.

**Sunday, December 13, PPCC Club Meeting:** 9:30 a.m., Valley Hi Golf Club, Colorado Springs, and via Zoom.

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

## V.P. MESSAGE: WHAT WE'VE LEARNED, cont.

By Ken Schiffner  
PPCC Vice President

Then it stopped as suddenly as it started. Smiling a sly smile to the class the teacher instructed, "Now please take out a piece of paper and in two paragraphs or less, describe what you saw". My classmate, with a big smile on his face, was asked to take his seat and did so. You see, that classmate was the lead actor in one of the school plays. It was an act.

The teacher collected the papers and read some out loud. Some reports were supportive of the teacher, some of the classmate, few reported events in detail. Personal perceptions though were clearly on display. The "audience" had taken sides and what they each perceived was very evidently clouded by their feelings about the participants not particularly by what happened.

The next day, we went back to class. Everyone was on time. Everyone was in their seats and seemingly quieter than before. I think we were more ready to learn even if it was just English.

We've just lived through a very challenging year. We'll likely, each in our own way, remember 2020 through the life prism of how each approach difficult times.

For me, it is simple. We saw, we adjusted, and PPCC is still here. COVID or no COVID.

Now, back to "class" in 2021! We are better for the learning.

## MEMBERSHIP RENEWAL

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 you. 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.



## MEETING MINUTES- October 18, 2020

Valley Hi Golf Club (and via Zoom)

Submitted By  
Mary Ellen Feasel, PPCC Secretary

Called to order at 9:40a.m. via Zoom as well as in person at Valley High Golf Course. Ten present in person, four via zoom. New member Joe was present as well.

50/50 raffle purchases made.

Minutes of last months (September) meeting approved.

**Treasurers report:** Members received details of the current Treasurer's report via email distribution of the minutes. Randy is researching cost of decals. We have estimates but the shopping will continue. Also provided estimate of the cost of mileage, via two routes, to transporting SeeMore to San Diego. Also noted that The Halpin family made a \$100 donation to the general fund at the fall drive. THANK YOU!!!

**Mail:** One check for 2021 dues and flyer from Colonel Crawford High School Booster Club advertising the 20<sup>th</sup> Annual Corvette Raffle to be held April 17, 2021. Mary Ellen has the flyer if anyone is interested.

**Membership:** Tony turned in an application and dues for new member Greg Cerza of Centinnel. He has a '65 110 Coupe.

**SeeMore:** the display and trailer are at the Feasel's. Not a lot to do to it. Ready for next year. Need to install decals on the trailer. Trailer may need tires before the trip to San Diego.

Arrangements by the National Committee for the San Diego event continue to develop.

**Recent events:** Ten cars and a Corvair wannabe (Mary Ellen's Ford) made the Fall drive to Victor. The colors were beautiful this trip, the best we've seen in years. Those attending were on their own after lunch. Mary Ellen went back thru Cripple Creek and was spotted by a friend as she cruised down the main street. Her friend was the mother of our carolers at last years Christmas party. Tony and Diane came across a broke down '61 Impala on their way home. They rendered assistance, much to the appreciation of those rescued.

**Upcoming events:** nothing formal.

There is a car show in Parker October 24. Douglas County School District Bridge program is having a car show fundraiser at Echo Park in Parker 10 am-2pm. A link to register your car is in a post on our FB page posted by John Green.

The Toys 4 Tots fundraiser is underway. Club members are asked to donate the amount of what they would have spent on toys that would have been collected at the Christmas party. Check should be made out to Toys for Tots. Checks can be mailed directly to the Pikes Peak Detachment. The full address is as follows:

**Marine Corp League Pikes Peak Detachment, Attn: Toys for Tots, P.O. Box 10536, Colorado Springs, CO 80932**

RMC has invited the PPCC membership to their Christmas Party in December in Littleton. Details on date, time and place will be in the Dripline. Masks will be required.

Tech discussion-Chris Kimberly needs an alternator on her car.

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**MEETING MINUTES- September 20, 2020****Cont.**

Submitted By

Mary Ellen Feasel, PPCC Secretary

Dave Feasel has 110 and 140 heads, engine blocks, and late model cranks for sale. Also has a FREE '63 drive train that would turn at one time, but is now frozen.

Ray Schick participated in the Alzheimer's walk, put on by Ace Productions. Were a lot of nice cars.

Garrie Fox reminded membership that he has car parts for club members.

Duane Hays told the group that he has had a few customers at his yard showing interest in the Corvairs he has available. One customer wants two cars, one to restore and the other to install a mid engine conversion. Another customer is also interested in a mid engine conversion.

50/50 raffle drawn. \$41 pot. Mike Piper was the winner. He donated it to the SeeMore fund.

2021 PPCC Board Elections

Nominations are:

President – John Green

Vice President – Jerry Peevyhouse

Secretary – Mary Ellen Feasel

Treasurer – Randy Karl

Member at Large – Ken Schiftner

Non-elected positions will be held as follows: Past President Mike Piper, Membership Tony Lawler, Activities Chris Kimberly.

A comment was made that the club needs more involvement from the membership. Although appreciated, it seems that there is a core group of the membership that are participating in activities and decision making. The wish is other members be active in activities and decision making.

Adjourned 11:00 a.m.



**TECH TIP: CABLE CORRODED**Submitted by  
Steve Goodman**WRONG END OF CABLE CORRODED**

I have always enjoyed writing about "things that happen to Corvairs at my shop". Maybe the better statement is "things that have brought a Corvair to my shop". Even better is that I enjoy wiring problems because so many mechanics do not.

In this case it is fresh too, the car just left yesterday. I am not dragging this up from the past just to write a tech article which I have admitted doing on occasion.

A 1965 turbo convertible with starter problems. To go back a couple of weeks the owners (of 28 years) of the car were going to move it while some remodeling was being done. Even though it had started easily a couple of weeks before; all that happened was 'click'. They live in Lakewood so I drove over to see if battery connections were corroded but they beat me and had a new battery in place by then and he had indeed cleaned the cables but still only a 'click'. I used my remote starter to bypass ignition switch and wiring but still only a 'click'. My first guess was brushes probably worn down. They couldn't remember anything being done to the starter since they bought it.

The car was brought to me Tuesday on a rollback and I was ready. I had rebuilt a starter so all I had to do was swap the piece. After removing the - cable from battery the first thing I noticed was that the starter was fairly clean and had a date from just a few years ago written on it. (I asked them about it again and then they remembered having it replaced while on a trip several years ago).

When I removed the battery cable from the solenoid I just casually looked at the terminal end and noticed it was badly discolored. I kinda scraped at it a bit with my thumbnail and really took a close look at it. The corrosion was



**TECH TIP: CABLE CORRODED, cont.**Submitted by  
Steve Goodman

heavy on the end and even inside the hole was not at all clean. I decided to do one more test before removing it. I have a long 8ga jumper wire with clips on the ends. I attached one end to bare stud on the solenoid and other end to the + battery post. (yes I made certain the exposed cable end was clear from any metal). When I turned the key the starter worked. End result was installing a new + battery cable and all was well. Now if you wonder why I left the + cable attached to the battery; I needed the current flow through the switch and back to the solenoid. My jumper wire just took the place of the battery cable.

Remember all that the starter draws the most amps/volts whatever you want to call it. That is the reason the cables are so large. Best example is a water hose. Small hose only lets a small amount of water pass but big hose lets lots of water flow through it. In the case of our battery cables there are many strands of wire making up that 4ga or even larger battery cable. The connections have to be clean and tight to allow the current to pass from battery post through cable to terminal at solenoid and into the solenoid. Dirty/corroded connections fail to do this. Note also in the pics a number of wire strands are broken. Each wire strand is equal to one of those hoses above, broken wires allow no current to pass.



Now I don't want everyone to check the starter end of their battery cables before the weekend, the above is only a reminder of something a bit rare that can happen. Certainly easier and cheaper than replacing a starter too.

HAPPY VAIRING!!

## EXTRA TIDBITS

Submitted by  
John Green

For those that came on the leaf tour, you got to see Ed, Cheryl and Kelina Halpin. They drove their '67 Sedan. After touring with us they donated \$100 to the club general fund. So, the next time you see them or talk to them make sure you say thanks.

Tony Lawler with Ed and Cheryl Halpin  
on our annual fall drive.



If you were at the meeting or read the minutes Mary Ellen put out you noticed the members that have been nominated for next year's Board. We currently have only one nominee for each Board position. If you would like to be nominated for a position, or nominate someone you think would be good at one of the jobs (with their permission), then please contact a board member. There is still time before we vote. It would be great to have more than one candidate from which to choose.



We usually vote for and announce the Board members at the Christmas party. Since we are not having a party this year, we are going to have just a regular club meeting. We will have it on December 13 (a week earlier than usual to avoid holiday travel conflicts). Be sure to come to the meeting either in person or virtually to vote for your Board.

**Watch out for fraud.** Several of the board members emails over the last couple years have been compromised. Messages have been sent out asking for gift cards to help pay for things for PPCC. The board, nor anyone in the club, would ever ask for help in that manner. Please just hit delete – this is a well known scam.

## TRANSMISSION SWAP, part 2

Submitted By  
Randy Karl

If you're following this story from Last Month's Dripline, I ended with the hope I would be done by the end of the month. However, I didn't say which month... No, really, progress has been good. Like most of my hobbies, I fit them in when I can but that doesn't always work as planned. Even though I've been working from home, the last few weeks have been busier than normal and other things have to wait.

When I left off last month the engine and transaxle were out and separated. I began assembling the differential, clutch, pressure plate, transmission, etc. Steve Goodman had coached me on this process and assembly went as instructed.

### Parts for Assembly



The next day I installed the motor and transaxle and called it a weekend. *I do want to mention I am using John Neal's spiffy floor jack with a Corvair engine mount. "Thanks John". It works great!* Next came the shifter, shift tube and clutch cable, etc. This also went well until I was confronted with installing the shift rod boot over the end of the shift tube as it exits the tunnel. It had to go over the strut rod mount there.

### Strut Rod Mount



Well it turns out it does stretch enough. While I was down there, I replaced the accelerator linkage bushings and other deteriorated rubber. So, with the tunnel work done I moved to the dash.

I had acquired a LM manual dash panel from I don't remember where so that was cleaned and painted and assembled with my gauges. However, it did not want to fit. Closer inspection and comparison I saw the area around the steering column is narrower than the PowerGlide dash. I assumed the

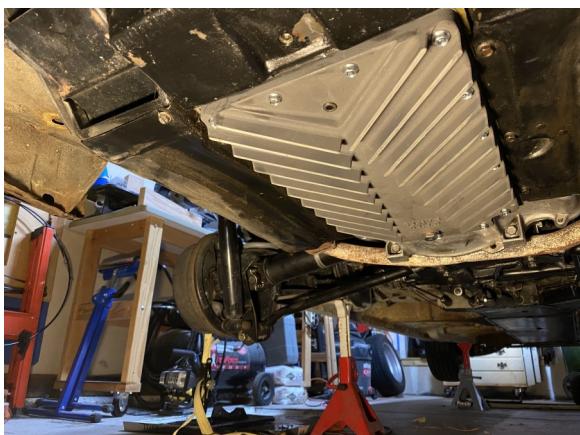
## TRANSMISSION SWAP, part 2 cont.

Submitted By  
Randy Karl

"beefier" 68 steering column mounts are wider than whatever year the manual dash came from. I disassembled the dash and measured, marked and cut the plastic and metal to match.

### Measure/Mark/Cut

I chose not to roll the aluminum at the cut for fear of distorting the rest of the dash and it is not noticeable unless you're under the dash. (No concours award waiting here)



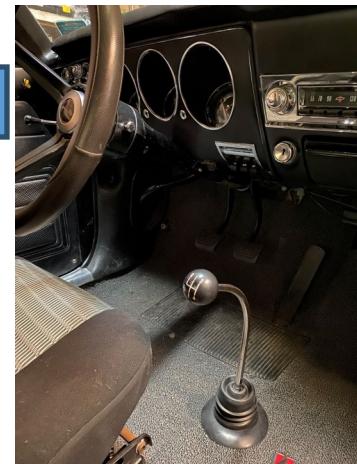
At the 2017 Tri-State in Taos, I was lucky enough to win an Otto oil pan and valve covers. I took this opportunity to install the oil pan. I hope this solid aluminum pan cures my leaks.

### Aluminum Pan

You would think by now I would have everything done and completed at test drive. Sorry, I'm disappointed in me too. I just need to put the wheels on and get her on the ground. Tomorrow or Saturday it will happen. I promise. I want to again thank everyone who contributed to this project.



### 'Finished' product!



**Update:** Took a successful test drive Saturday and all is well. One reverse and four forward speeds! Even got a "feels right" from Dave Feasel. It's been years since I drove a manual but it's kinda like riding a bike.

## FALL DRIVE

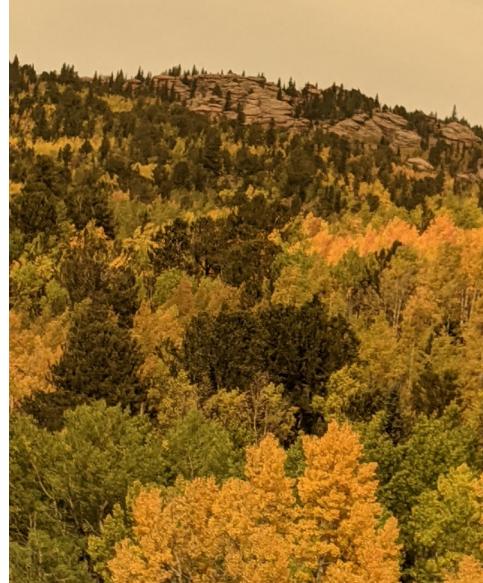
Submitted by  
Christine Kimberly



From left: Chris's '64 Monza convertible, Peter's '63 Monza convertible, Joe & Linda's early, Gail & Kory's late model, Tony's '64 Monza, Halpin's '67 Sedan, Green's '61 Lakewood, Green's '68 Coupe, Mike's white '66 and red '65 convertibles.

There are very few things better than driving in the mountains to see the beautiful Fall colors of the Aspens in Colorado. On September 26<sup>th</sup>, nine Corvairs met at Rudy's to take a drive up the backside of Pikes Peak to the little mining town of Victor. Members and guests ready for the drive, included Peter and Jill Frantz, Kory and Gail Levin, John and Kathy Green, John and Kathy's son and daughter-in-law (Doug and Cassie Green), Mike and Karen Piper, Mike and Karen's son, Kyle, Chris Kimberly, Joe and Linda Hoeschen, Tony and Diane Lawler (who got to Rudy's the scenic route via Florence and back), Ed, Cheryl, and Kelina Halpin, and Mary Ellen Feasel with a chase car. Meeting up with us in Victor were Wayne and Bonni Russert.

Coming up towards Woodland Park, groves of Aspens starting showing off their golden hue on the hillsides. As we turned onto Route 67, Joe and Linda joined us, making a caravan of 10 Corvairs and 1 chase car. The



One of the many color filled hillsides on the drive.

## FALL DRIVE, cont.

Submitted by  
Christine Kimberly



Model A's on the way to Victor

leaves this year definitely did not disappoint! It seemed every Aspen was showing off the glorious colors of "Aspen Gold" from palest yellow to a rich, deep gold! Every turn in the road was more stunning than the previous had been. While stopped for a few photo ops, the Model A Club drove by, also on their way to Victor. We drove into Victor with the Model A's already stopped near the park and gazebo, and we lined up right with them....it made for a great view of the street lined with A's and Corvairs.

We met up with Wayne and Bonni, who had arranged for the mining museum to be open for

us. We

toured the

exhibits, where volunteers were ready to give explanations and answer questions about the displays. Afterwards, everyone headed to the park for lunch. Some folks brought a picnic while others walked a block up the street to pick up their pre-ordered lunches from The Gold Camp Bakery. A few folks didn't order in advance and had a bit



of a wait to get their sandwiches and join everyone in the park. After eating and socializing, everyone departed, heading to antique shops, Cripple Creek, or back down the road to view more 'Aspen Gold'. As several folks said, "It was the best year to see the leaves ever!!"



From Left: Cheryl, Kelina and Ed Halpin, Diane Lawler, Chris Kimberly, Peter and Jill Franz, John and Kathy Green (and, of course, Coda), Kory and Gail Levin, Doug Green

## RMC INVITATIONS

Submitted by  
Rick Beets

Rocky Mountain Corsa would like to extend an invitation to PPCC members to their annual Christmas Party. The party will be December 5<sup>th</sup> at 4:00 p.m. at Littleton Café. Detailed information is available [here](#).

**When: Saturday, December 5th 4:00 PM**  
**Where: Littleton Cafe**  
**Web Site & Menus click**  
**1409 W. Littleton Blvd. Littleton, CO 80201**

\*\*\*\* IMPORTANT \*\*\*\* Unless Eating or Drinking, Masks Should Be Worn \*\*\*\* IMPORTANT \*\*\*\*

**We need a headcount of attendees so the Cafe can get staffed and set up for us.  
If you plan on attending, please let us know by November 23**

**Appetizer and first drink courtesy of RMC.  
Everything else up to you and ordered off the menu.**

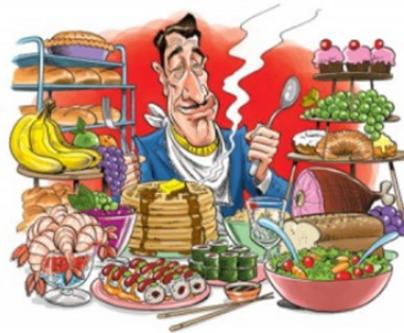
**We'll also be doing our usual Yankee Gift Exchange (Rules available at the Party)**

**Bring NEW, UNWRAPPED toys and we'll get them to "Toys For Tots"**

**Additional details should be available in the November Denvair News.**

RMC is also pleased to invite PPCC members to the annual New Year's Day Brunch. Detailed information is available at <https://www.rockymountaincorsa.org/upcomingevents/> The event is scheduled for Friday, January 1, 2021 at The Dunraven Inn at 1700 Big Thompson Ave. in Estes Park, CO, at 10:30 a.m.. Cost is \$20.00 a person for the buffet which will include: Scrambled eggs, Bacon, Sausage Links, Breakfast potatoes, Assorted pastries, Fresh fruit. Coffee, Hot tea, Orange juice, and Apple juice will be available to drink.

### New Year's Day Brunch



**When: Friday, January 1st, 10:30 AM**  
**Where: The Dunraven Inn**  
**1700 Big Thompson Ave.**  
**Estes Park. Co.**  
**Buffet is \$20 per person.**

**We will need headcount of those attending.**

**More information will be included in an upcoming issue of The Denvair News.**

## CRUISE TO END ALZHEIMER'S



Ray Schick attended the Cruise to End Alzheimer's driving Dave Magill's convertible. A number of cars were present, and participants were encouraged to drive around the area. It was a nice opportunity to get out the cars before winter, and raise some money for a good cause.



**Above:** Dave's Car looking good and representing our favorite rear engine wonder. Also picture are some other cars present at the cruise, and a thank you display to participants.



## DRIP QUIPS

## Bound &amp; Gagged, by Dana Summers

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 rescheduled 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.**



**Sunday, November 15, PPCC Club Meeting:** 9:30 a.m. at Valley Hi Golf Club, 610 Shelton Road, Colorado Springs, and via Zoom.



**Saturday, December 5, RMC Christmas Party:** 4:00 p.m., 1409 West Littleton Blvd., Littleton, CO.



**Sunday, December 13, PPCC Club Meeting:** 9:30 a.m. at Valley Hi Golf Club, 610 Shelton Road, Colorado Springs, and via Zoom. 2021 officers will be announced at this meeting.



**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. PPCC members are encouraged to send the amount you may have spent on toys to **Marine Corp League Pikes Peak Detachment, Attn: Toys for Tots, P.O. Box 10536, Colorado Springs, CO 80932.**



**Friday, January 1st, RMC New Year's Day Brunch:** 10:30 a.m., The Dunraven Inn, 1700 Big Thompson Avenue, Estes Park, CO.



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

**Sunday, February 21, PPCC Club Meeting:** Time and location TBD.

**Sunday, March 21, PPCC Club Meeting:** Time and location TBD.

### Recurring Local Events:



**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. Oversized 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 Frequented 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](mailto:rearengine.steve@att.net)  
website: [www.rearenginespecialists.com](http://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!

**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 3775 So. Kalamath St.  
Fax (303) 806-9985 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!!

**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!

**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!!

**PLATTE AVENUE**  
TIRE  
AND  
AUTOMOTIVE  
SERVICE  
Over 30 Years Experience  
PLATTETIRE COM (719) 633-8799  
ACDelco 2701 E. PLATTE  
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!

**TAINT 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.

## Pikes Peak Corvair Club Contacts

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Secretary	Mary Ellen Feasel		Mrsfesl at gmail.com	Board
Treasurer	Randy Karl		karlj at comcast.net	Board
Past President	John Green		j.n.green1 at outlook.com	Board
Member at Large	Jerry Peevyhouse		Kpvhouse53 at msn.com	Board
Activity Chair	Chris Kimberly		Ckimberly4749 at gmail.com	
Membership Chair	Tony Lawler		Hvac1515 at aol.com	
Newsletter Editor	Kathy Green	720/202/0351	Karmknecht@msn.com	
SeeMore Chair	Ken Schiffner		Kschiffner48 at gmail.com	
Facebook Admins	Patricia Fox		patl80820 at gmail.com,	
Web Master	Randy Karl		karlj at comcast.net	

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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.

# The Drip Line



The next meeting of the Pike's Peak Corvair Club will be held Sunday, December 13 (one week earlier than usual) at 9:30 a.m. via Zoom. Watch your email for a Zoom link. We will elect 2021 officers, so please plan to attend remotely.

*Come On,*

*Like us on Facebook!*



Official Newsletter of the



Founded in 1977



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*On The Cover: An unidentified Corvair traversing a cold winter scene.*

## **PRESIDENT'S RAMBLINGS**

Well, here we are sneaking up on December. Two things I'm looking forward to is getting 2020 over with because it's been a pretty rough year on many fronts and the shortest day of the year is less than a month away now. I'd say we've had unusually nice weather so far and we're missing quite a few car days but with the recent spike in COVID-19 cases we've pretty much been stopped from meeting outside our immediate family. As you are probably aware, we've had both Christmas gatherings cancelled and we decided not to meet in person last month because of concerns among our older and more vulnerable members, which includes me. Please do plan to donate to Toy's for Tots if possible—information on how to participate are later in The Drip Line. Unfortunately, RMC has also had to cancel the New Year's Brunch, so let's keep a good thought for the rest of 2021!



On the home front, my son's girlfriend Laura tested positive for COVID-19 the day after our youngest daughter Michelle, her 2-year old son Dylan, and oldest daughter Melissa arrived from Long Beach. Melissa had flown there earlier that week to help Michelle move to Colorado. They had an unplanned overnight stay in Silverthorn due to I-70 being closed by a storm, so they spent a good amount of time in close proximi-

ty. All this to say there was a lot of confusion and risk a week ago. The update is Laura was pretty sick but doing better. My son has been sick, and our other grandson CJ (2<sup>nd</sup> oldest) has not been sick. Dylan (youngest) is in daycare and has a cold, we think. He didn't waste any time sharing it, it seems. Karen and I have not been feeling great. Dylan is staying with us for the next four months and he's generally a pretty happy kid but not the last several days.

It's also time to say that my time as club president is coming to an end, and since I'm not running again for next year, I'll happily turn everything over to our next president without involving the legal profession. In order to make this happen, we need to have our election. I know the Zoom meetings have been VERY lightly attended, but I'd like to encourage everybody to consider logging in at least to vote. I'll send a Zoom meeting invite soon. The meeting is scheduled for Sunday December 13<sup>th</sup> at 09:30. Voting information is elsewhere in the Dripline.

In addition to voting for club officers, we are also on the verge of club dues season again. Randy has already received a few new member dues and renewals. Please review the dues reminder for information. Along with this, there was a Zoom virtual meeting with CORSA national, and there is a concern that CORSA membership is dropping. Some of the reasons are pretty obvious, but while we don't require national CORSA membership in PPCC there are many benefits

By Mike Piper  
PPCC President

**PRESIDENT, cont.**

By Mike Piper  
PPCC President

to the Corvair community by supporting them so please consider joining national Corsa while you're paying your dues for PPCC. There are two levels of membership; one where you get a virtual copy of the Corsa Communiqué and one where you get a paper copy. Please see the information along with dues to see what CORSA membership provides for you!

Even though I won't be president next year, I still plan to participate in the club as much as possible. Hopefully, we'll be able to meet in person again soon and there will be some events to participate in. Once again, I'm looking forward to the Tri-State and the Convention so I'd better get some work done this winter.

Until I see you all again, stay safe and healthy and happy driving.

Mike

**V.P. MESSAGE: ETCH-A-SKETCH**

By Ken Schiffner  
PPCC Vice President

Rather than going into (or continuing) therapy, can we just convince ourselves that 2020 never happened? A bad dream? I wish I could step back and forget that 2020 happened. Like an Etch-A-Sketch, turn 2020 over and shake it (extra vigorously) and make it disappear.



Or maybe, better yet, we should celebrate that so far, we have gotten through it. Sure, only on the calendar will 2020 truly be history but in our minds what we experienced will linger for perhaps years to come. Must we let 2020 burden us to excess?

I think of families who lost loved ones or friends who have lost friends. I think of the dedicated care providers. I think of postal employees. I think of the vaccine-developing doctors and scientists. I think of teachers. Of children adjusting to remote or hybrid learning. Or of folks wanting to attend live sporting events and cheer and yell. I think of even just sitting with close family and friends without the encumbrances of social distancing, masks, etc. Or of the alcohol smell of sanitizer.

But what many of us did and are doing is what was required to combat COVID. PPCC adapted and still had events and gatherings though with a COVID \*\*. We stayed connected. There is unbelievable strength in that, don't you agree? You should be proud of that because you are part of PPCC.

So, I hope in 2021, we believe in ourselves and do what is required. Turn and twist the knobs (gently) on that blank Etch-A-Sketch screen and draw a new picture for the future for which we all will be proud.

**Upcoming  
Meeting  
Dates**

**Upcoming Meetings**

**Sunday, December 13, PPCC Club Meeting:** 9:30 a.m. via Zoom. *2021 officer elections will be held at this meeting, so please plan to attend.*

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

**Sunday, February 21, PPCC Club Meeting:** Time and location TBD.

**MEETING MINUTES- November 15, 2020****Held via Zoom**

Submitted By

Mary Ellen Feasel, PPCC Secretary

Called to order at 10:00 a.m. via Zoom. Eight members present.

**M**

No 50/50 raffle.

**E**

Minutes of last months (October) meeting approved.

**E**

Treasurers report: Available on request for all members. Discussed some concern that, as a non-profit, there was a limit on how much the club could have in the treasury. After the discussion it was decided there was no issues in our case.

**T**

Dues payments are coming in for 2021. Deadline is the end of February. Members who have not paid by then will be dropped from the roster.

**I**

Mail: Two 2021 dues payments received.

**N**

Membership-No new members.

**G**

SeeMore-no updates.

With the increase in COVID cases, the San Diego folks are still up in the air on whether to hold the West Coast National event. The hotel will start taking reservations in January. The Tri-State could be up in the air too, due to New Mexico's high COVID issues.

**National CORSA Meeting**

Notes from National CORSA meeting held via zoom. Rick and Mike were in on the meeting.

**M**

If the West Coast convention is not held next year, there will be no West Coast event. 2022 is scheduled to be in Atlanta area and 2023 is in Wisconsin.

**I**

CORSA has a new membership chairperson.

**N**

No award announcements were made. No judging done on newsletters.

**U**

CORSA is creating an archive of the Communiques and may include chapter newsletters as well. Discussion on how to keep folks engaged in the Corvair hobby. Many clubs are not having meetings, tech sessions, etc. Rick and Mike shared that the boards of the PPCC and RMC have continued to have meetings to keep the memberships engaged. Other clubs in on the meeting are struggling with this.

**T**

Discussed CORSA conversation on lagging membership in the National Club, mainly due to the local chapters no longer requiring membership in CORSA to be a chapter member. The PPCC meeting members discussed what the National does for the local chapters, such as insurance coverage for our events. In the Dripline the subject will be addressed as to what the National does for our club, and to encourage membership to support CORSA with a CORSA membership.

**E****S**

## MINUTES, Cont.

Submitted by  
Mary Ellen Feasel

On to other matters....Due to the recent COVID restrictions that have been implemented the next meeting on December 13 will most likely be zoom only. So, an email to the PPCC list will be sent out to notify membership who the nominees are for the 2021 Board. Membership is encouraged to participate in this meeting as the election will be held via zoom.

PPCC members are invited to RMCs Christmas Party on December 5 at the Littleton Café. Also a New Year's brunch at the Dunraven Inn on New Year's Day at 10:30 a.m. RSVP to Rick Beets, email address on roster, by December 15. Look for updates in case anything changes. ***Editorial note: Since the meeting and writing of these minutes, both events have been cancelled.***

Randy asked some transmission questions of the members present.

A club member is aware of a Greenbrier for sale on Craigslist in Colorado Springs. Check out if interested.

Adjourned 11:30 a.m.



## MEMBERSHIP RENEWAL—DO WOP A DUES, DUES, DUES!

It's that time of year again, time when we ask you to consider renewing your membership in the Pikes Peak Corvair Club. Dues are \$25 per year. 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 you. 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 support our local efforts through an event liability insurance policy, and free hosting of our Chapter website.



## CORSA MEMBERSHIP

There have been questions about CORSA membership and why we might want to join. Here's some information directly from CORSA:

All CORSA members receive a subscription to the CORSA Communiqué magazine, the right to post their own classified ads both online and in print, a membership roster with contact information in case you get stuck on the road, leads to reputable Corvair vendors all across the country, access to all the pages on the CORSA website, and access to our bookstore where you can purchase CORSA Tech Guides written by real Corvair experts. And you'll have the satisfaction of knowing that CORSA covers local chapters with liability insurance, making it possible for all of us to enjoy chapter meetings, car shows and other events without legal hassles.

*And if that's not enough, please remember - anybody who has never been a member before also receives a copy of Corvair Basics, gratis.*



**TOYS FOR TOTS**Submitted by  
John Green

We'll all miss our Christmas party, but we can still come through for Toys for Tots. Since we won't be meeting we are asking that you consider sending a check in the amount you would have spent on toys (or more, if you're able). Remember, your gift is tax deductible. You can put PPCC in the memo line, just so they know who it is coming from. The address is:

Marine Corp League Pikes Peak Detachment, Attn: Toys for Tots, P.O. Box 10536, Colorado Springs, CO 80932

Think about the year we've all had, and the impact on the kids. Let's step up and see if we can make it a great Christmas.

The sooner you send your donation, the sooner they can shop for toys for the kids.

**2021 PPCC OFFICER ELECTION**Submitted by  
John Green

We usually vote for and announce the Board members at the Christmas party. Since we are not having a party this year, and given current conditions, our December meeting will be held via Zoom. We will have it on December 13 (a week earlier than usual to avoid holiday travel conflicts) at 9:30. Be sure to login to the meeting virtually to vote for your Board.

As of now, the 2021 PPCC Board Election Nominations are (it's not too late to throw your hat into the ring if you're interested – just let a Board member know):

President – John Green  
Vice President – Jerry Peevyhouse  
Secretary – Mary Ellen Feasel  
Treasurer – Randy Karl  
Member at Large – Ken Schiffner

Non-elected positions will be held as follows: Past President - Mike Piper, Membership - Tony Lawler, Activities - Chris Kimberly, Webmaster - Randy Karl, Facebook Administrator—Patricia Fox, Newsletter Editor – Kathy Green.

We will have any updates or changes during the meeting. ***Please plan to attend remotely—your voice and your vote are important to everyone!!***

Watch for the link from Mike.

## TECH TIP: GEARBOX OIL LEVEL

Submitted by  
Steve Goodman

Occasionally the subject of filling/topping off etc. of gear oil in stick shift Corvair gearboxes is discussed. This is directed towards the 1965 4spd and diff. Please bear in mind that the following is based on my own experiences. Also check the shop manual for your particular year please. I understand too that specs differ by some of the Corvair vendors. Granted the shop manuals have errors but this spec is not one of them. Also one last caveat: I am not saying I am correct, only that it has worked for me for many years.

The 1965 shop manual states 3.6 pints in 4spd and 4.5 pints in diff. Obviously that adds up to 8.1 pints OR rounded off to 4 quarts OR 1 gallon. It was typical for any rear axle (solid axle in other cars) and a 3spd or 4spd in those same 'other' cars to be filled to the top.

My own experience happened with my spyder when I parked with the nose upward in a restaurant parking spot while driving on the highway. When I came out an hour later, there was long trail of black gear oil trickling down the incline. The reason for black color is the additive GM used for posi differentials. I realized that by pointing uphill the input shaft seal was below the level of the gear oil in the diff. Being hot (which means thinner liquid), it easily seeped past the seal and into the bellhousing and out the weep hole, allowing me to mark my spot! This is also the reason you see everything backed into the parking spots here at the shop; the trans end is downhill. I had already noticed how common it was that the side seals of the early Corvairs leaked and realized the oil level was above the bottom of the seal.

I started my own policy of keeping the level between 3/4"-1" below the fill holes. I closely looked at the level inside the diff in relation to the fill hole and there was more than enough gear oil to keep bearings oiled and guarantee the 'splash' of oil from pinion flowing to rear pinion bearing. I also started back then to install 2 input shaft seals inside the release bearing shaft. I have been doing this since 1969 and IF gear oil level is maintained close to that lower lever the parts inside are being lubricated just fine.. The transmission also has more than enough gear oil to keep bearings and gears lubricated.

Getting slightly off subject in 1964-65 GM placed a dipstick on the differential. The decal on the front bulkhead of every 64-5 Corvair regardless of stick or PG was "AXLE CHECK ONLY". When the dipstick indicates "ADD" the diff level is darn close to that 1" below the fill hole.

Needless to say the bottom line is that when allowing the levels to be lower than factory then certainly less than the 8 pints will be used.

Lastly I will repeat the usual caution: Use only gear oil in stick shift Corvairs marked GL-4. DO NOT use any gear oil marked GL-4 --GL-5. The brass synchro rings will suffer badly and quickly if GL-5 is used. If you have a PG Corvair you can use the GL-5 in the diff.

I wish everyone a happy holiday season and please stay well. Steve's way to feel good: DRIVE ONE OF YOUR CORVAIRS!



## CARBURETOR BASICS

Submitted by  
Ken Schiffner

Note: The following is an adaptation of an article written in response to a request about how a carburetor works. To make a Corvair carburetor work *properly* the reader is suggested to consult the articles in the Tech Guide or other reliable sources.

One of the most frequent topics of technical conversation among Corvair owners is carburetors.

Within the modern world of exotic computer controlled, fuel injected, low emissions vehicles, carburetors used on our vehicles can seem both foreign and frightening to understand. They are in appearance **too** simple in comparison. No computer, no fuel injectors, no sensors, no wiring, no “programming”. Maybe the following will help reduce your anxieties about carburetors by explaining how they work.



*The Carburetor*

### The Function of the Carburetor

A carburetor has a simple duty to perform, provide combustible fuel/air mixture to the engine, but under widely changing conditions. These conditions are:

- Cold starting,
- Warm up,
- Idling,
- Accelerating slowly,
- Accelerating rapidly,
- Deceleration.

The reality is that a carburetor is only “perfect” under one operating condition. All other conditions are **compromises**.

To understand what happens in a carburetor, one must understand the difference between **static pressure**, **velocity pressure**, and **total pressure**.

**Static pressure** (or sometimes called “gauge” pressure) is the pressure exerted by a contained gas or liquid on its container. Your tire pressure gauge measures the static pressure in your tire, for example.

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**Velocity pressure**, in contrast, is the pressure exerted by a moving gas or liquid. Put your hand over the tire valve stem and let some air blast on your hand and you are feeling velocity pressure.

**Total Pressure** is the sum of the velocity pressure and the static pressure. The total pressure of a system is constant since you cannot get something for nothing. Increase one, and you decrease the other.

If you blast air out of your tire, the tire's static pressure drops. You have converted some of the static pressure to velocity pressure, the velocity pressure pushed on your hand and you pushed back, using energy.

A carburetor mixes a measured amount of fuel and air using the **velocity pressure** of the air being pushed by atmospheric pressure through the carburetor. The movement of the engine piston downward gives that air/fuel mixture a place to go. It was discovered back in the 1800's by a mathematician named "Venturi" that as gas accelerates its static pressure drops and its velocity pressure increases. Restrictions that taper to a smaller opening and then enlarge are called "venturis". The carburetor uses a venturi restriction to accelerate the air, increase its *velocity* pressure and reduce its *static* pressure.

The effort starts with maintaining a uniform level of fuel in the fuel bowl. With the Corvair carburetor, a space saving dual float (rather than a single big float) is used so that the displaced volume of fuel presses up against a float valve with sufficient force to close the float valve when the engine is not running. The float valve is sized open enough to permit adequate fuel to enter under the highest engine loading condition.

Carburetor engineers use design formulas that equate the amount of suction that can be generated in a venturi given the varying gas velocity and density conditions passing through the venturi. If they know the air requirements of the engine (from its displacement, required fuel consumption, power, rpm, etc.) and the density range of the air the engine will encounter (from desert to cold winter start), they can judge the amount of suction the carburetor can produce. They set the venturi throat minimum area to suit a *compromise* of these operating extremes. On the Corvair, the venturi restriction or "throat" is approximately 1" diameter. Since the engine is a positive displacement device (the amount of air it moves is related to engine speed), the carburetor designer has only the fuel, gas volume, air pressure and temperature remaining to play with. Nature provides the ambient operating conditions thus designers seek to carefully meter the fuel.

### Cold Starting

When an engine and the combustion air is cold, the air density is high. It contains a lot of oxy-

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gen per cubic foot therefore not much of it is needed to get the engine started. Cold engines however require a “richer” mixture (more fuel than air) at start up because much of the heat of combustion is transferred to heating the engine cylinder walls, piston heads, etc. These parts act as heat “sinks” that rapidly draw away the heat capacity provided by the fuel.

The choke on the carburetor helps restrict the air under cold start so that the ratio of fuel to air can be increased. On the Corvair, a bi-metallic coil spring closes the choke plate in preparation for cold start.

Since the engine rpm is low at start up, the air is moving slowly through the carburetor. In fact, it is moving too slowly even to generate any “suction” at the venturi. But down at the throttle plate (which is nearly closed) there is plenty of suction just below it (manifold vacuum). The carburetor designer therefore harnesses the suction below the throttle plate to pull fuel and air at cold start (and idle).

To generate a uniform mixture, an “emulsion” of fuel and air is created rather than sending in droplets. An emulsion of air bubbles and fuel is easier to control and the bubbles readily “pop” as they enter the zone below the throttle plate, thereby breaking up into smaller, more easily evaporated and burned droplets.

The emulsion is produced by using the suction to let atmospheric pressure push air into a column of fuel in the main metering well. At the top of the idle mixing tube, a small orifice is drilled, ported to the air horn area which is near atmospheric pressure. A passageway in the carburetor body leads from this idle metering well to a small port under the throttle plate. Along its path, the idle mixture needle is installed to regulate the amount of emulsion that can pass through. The suction pulls (and atmospheric pressure pushes) some fuel from the well and mixes it with air similarly pulled from the idle air bleed port. This emulsion pops out of the port below the throttle, the bubbles of fuel/air burst, and the mixture goes through the intake manifold to the cylinders.

### Warm up

As the engine warms up, the engine surfaces require less heat input from the fuel. If you kept dumping in more fuel, the mixture would become extraordinarily rich and unburned carbon in the fuel would pass out the exhaust. To provide fuel rate control, a main metering jet is used. Its precision orifice is chosen given the range of fuel delivery required for the normal operating range of the engine.

The air is also getting hotter and its density is dropping therefore you need to allow more air to enter. The choke bi-metallic spring heats up causing the choke valve to open thereby allowing more air to enter.

## CARBURETOR BASICS

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If you had to jump in a cold car and accelerate away, the choke would act as an unwanted restriction to air flow so a vacuum operated choke pull off is used to pop the choke valve open under those conditions.

*Pull off*



### Idling

During idling, the main venturi is basically sitting there ready to do its job. As in the idle circuit, it too is equipped with an emulsion producing mechanism (main metering circuit or "off-idle" circuit). It just sits waiting, however.

The idle mixture circuit is ready to let the main metering circuit go to work since the idle circuit cannot possibly deliver enough fuel emulsion to sustain the engine at higher rpms.

*Idle Mixture Needle Valve*



### Accelerating Slowly

To accelerate from idle, more energy is needed therefore more fuel is needed. A richer mixture is now required.

To transition smoothly from idle conditions can be a real challenge. So many variables. To compensate for the short period between the time the idle circuit "retires", and the main metering circuit takes over upon acceleration, a slot is used just above the throttle plate. As the throttle plate opens the velocity pressure over this slot increases, the static pressure decreases, and some fuel emulsion is "stolen" from the idle circuit and is sent in greater quantity to the engine through this slot. If this slot is gummed up or too small, the engine can bog down when the throttle is opened slowly.

The slot lets more idle emulsion enter the carburetor at the throttle plate supplementing the amount going past the idle mixture needle.

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As the throttle opens, the velocity pressure at the main venturi increases and its static pressure decreases, this starts to pull fuel emulsion from the main metering circuit to the venturi clusters (spiders). As the throttle opens, its open area increases, and the gas velocity drops. The fuel emulsion must be distributed correctly, however.

The spiders are located a bit below the restriction in the venturi. The air velocity passing through the venturi is slower at the walls and greater at the center. The flow lines tend to converge at a point below the venturi restriction. This area is called the **vena contracta**. The spiders are purposely set lower in the throat to take advantage of this high suction zone and to improve air/fuel distribution.



### Accelerating Quickly

When rapid acceleration is needed, extra fuel is delivered as the throttle is opened. The action must be coordinated otherwise an improper fuel mixture will result causing stumbling, hesitation, or even flooding.

To adjust, a piston action accelerator pump is used. Its action is derived from a fulcrum and bent pushrod connected to the throttle shaft. The pump "piston" (a nonmetallic cup) is positioned to pump immediately after the throttle is vigorously actuated. The pump rest position is set by a marking on the carburetor body and on the actuating fulcrum.

### Accelerator Pump Link

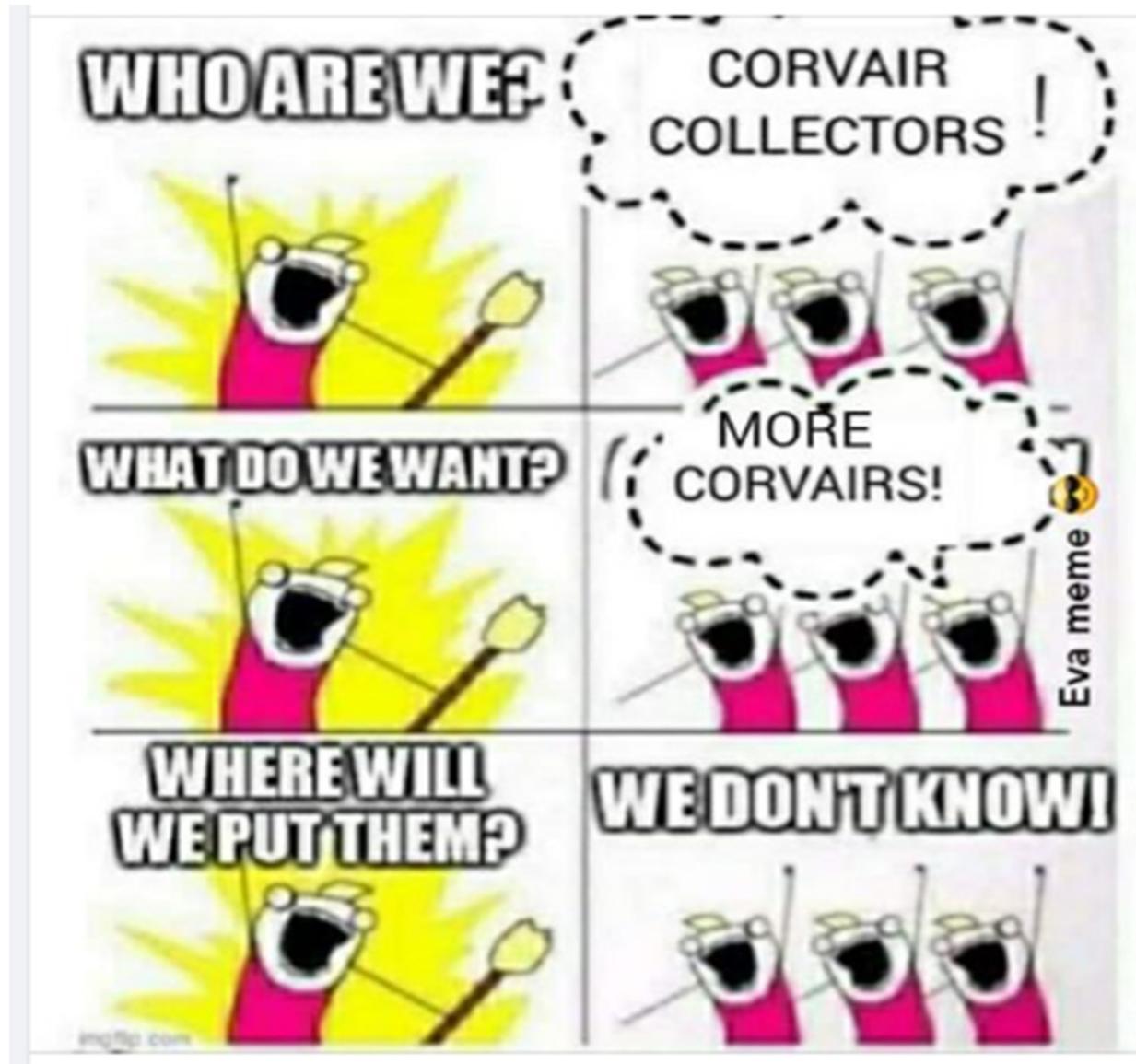
When the throttle is closed, the influence of the air pressures to cause fuel movement are returned to the idle circuit. The process resumes once the throttle is opened. A carburetor can provide these functions millions of times during its operating life.



The carburetor provides simple, adequate, performance in vintage vehicles. When air emissions requirements became an issue, more precise fuel/air metering was required. Enter, fuel injection.

## DRIP QUIPS

## WHERE WILL WE PUT THEM?



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

**ITEMS FOR SALE / TRADE**Submitted by  
Dave Feasel

Items for Sale / Trade from Dave Feasel:

**Engine heads:** \$120 each.

2 - # 3819876 - 64 110hp. bare no valves or springs. Very clean.

1 - #3856631 - 64 110hp. Clean.

1 - #3856759 - 65 110hp. Clean.

1 - #3856728 - 66-67 140hp. Bare. Clean.

2 - #3856632 - 64 110hp. Dirty, but not muck buildup.

1 - #3786589 - 61 80hp. Dirty.

**3 - 65-69 crankshaft.** Haven't been turned. \$20 each.

1 - RN block, crank and cam. \$75.

1 - WB block. Bare. \$50.

1 - RB block.

**I have these Hot Wheels and Racing Champions cars to trade.*****Hot Wheels.***

2003 silver Vary 8.

2018 Greenbrier Sportswagon (blue).

4th of July Vary 8.

2006 green Vary 8.

Gift pack with Corvair #B3631.

***Racing Champions.***

Corvair Sprint Datona 2000. White early.

Fire Rescue Portland, Me.

Mint 60 Corvair. Green.

Stock rods NASCAR #119.

Contact [d2corvair@yahoo.com](mailto:d2corvair@yahoo.com) if interested.

## 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: 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.**



**Saturday, December 5, RMC Christmas Party:** *This event has been cancelled.*



**Sunday, December 13, PPCC Club Meeting:** 9:30 a.m. via Zoom. 2021 officers elections will be held at this meeting—*please plan to sign in!*



**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. PPCC members are encouraged to send the amount you may have spent on toys to **Marine Corp League Pikes Peak Detachment, Attn: Toys for Tots, P.O. Box 10536, Colorado Springs, CO 80932.**



**Friday, January 1st, RMC New Year's Day Brunch:** *This event has been cancelled.*



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



**Sunday, February 21, PPCC Club Meeting:** Time and location TBD.

**Sunday, March 21, PPCC Club Meeting:** Time and location TBD.

### Recurring Local Events:



**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. Oversized 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 Frequented 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](mailto:rearengine.steve@att.net)  
website: [www.rearenginespecialists.com](http://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!

**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 3775 So. Kalamath St.  
Fax (303) 806-9985 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!!

**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!

**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!!

**PLATTE AVENUE**  
TIRE  
AND  
AUTOMOTIVE  
SERVICE  
Over 30 Years Experience  
PLATTETIRE COM (719) 633-8799  
ACDelco 2701 E. PLATTE  
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!

**TAINT 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 24th 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.