

# The Drip Line



The Next Meeting of the Pikes Peak Corvair Club will be  
12:30pm on June 17th at the Palmer Lake Ice Cream Social,  
Palmer Lake, CO

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What are you waiting for??*



Official Newsletter of the



Founded in 1977



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**On The Cover:** (l-r) Mike Piper, Ed Halpin, the Host of "My Classic Car"; Dennis Gage, PPCC President Chris Kimberly, and the Club's former Webmaster, Kelina Halpin gather with the owners of 46 other classic cars, in preparation for the "Cruise Above The Gorge" in Canon City, CO. Check out the story on page 6.

**PRESIDENT'S NOTES** By Chris Kimberly  
Club President

Wow, it's the end of May! It's hard to believe that summer is now in full swing!

The Florence Merchants Association Car Show was great fun. Four of our club cars arrived very early Saturday morning (6:30), to cross the Royal Gorge Bridge....Mike Piper, Ed, Cheryl, and Kelina Halpin, and myself. Thankfully the rain had stopped and a total of 50 classic cars, and hot rods crossed the bridge over and back while being filmed by the TV crew from "My Classic Car." This was followed up with a yummy breakfast; steak and egg burritos at a restaurant that opened early just for the 50 cars.



The Sunday show was the best Florence has had to date....500 cars! The PPCC cars met early to enter together, had breakfast and then a 'open air' meeting on the sidewalk near the cars. We had 12 Corvairs attend the show with member Lube Lubert coming all the way from Albuquerque, and a guest Corvair owner from Cotopaxi. After a short meeting, everyone was off to the show. Dave McGill and Ed Halpin both won raffle prizes....congrats to them both!

Two cars at the show, which were non-corvairs, but definitely worth noting, were the beautiful white and pink Dodge Le Femmes. These cars were only built for 2 years, 1955-1956, and were designed with the 'fashionable woman' in mind. These cars

had pink dashes, built-in areas for a purse, umbrella, raincoat, compact and lipstick holder. They were beautifully restored.

The 1st Annual Bug Out was a great event this past Saturday over at the Grumpy Old Man Garage, in Peyton. A recap of that event will be in next month's newsletter.

Coming up is a full month of activities and shows. First we have the Tri-State Gathering this coming weekend, June 8-10, in Beautiful Crested Butte. Several members plan to drive over on Thursday the 7th. If you are interested in caravanning over on Thursday, plan to meet at Rudy's on Route 24 and 315 S. 31st Street, at 10:30 a.m., for the approximately 4-hour drive, with a stop for lunch along the way.

The following weekend we have two more shows. On Saturday, the 16th, is the Castle Rock Cruise-In. We will have "SeeMore, The Cut Away Car" there, sponsored by Steve Goodman and Rear Engine Specialists.

Then on Sunday the 17th, we will be in Palmer Lake for a show with the Model A Club from 2-4 p.m. Our Club meeting will be at 12:30 p.m., at Palmer Lake that day. Check with Wayne Russert for more details on this show.

There are also the first and last Saturday Car show in Colorado Springs, so let's get our cars out and share them with the community.

Keep Vairin',  
Chris

**PPCC MEETING MINUTES - 5/20/2018**  
**Florence Car Show, Florence, Colorado**By Kathy Green  
Club Secretary

*\* Below is a condensed version of the meeting minutes. Full minutes were sent out to the membership via email to the PPCC List email distribution. For more details, refer to that earlier email.*

The meeting was held at the Florence car show in Florence, CO. Ed Halpin brought the newly purchased feather flag which was on display alongside the 12 Corvairs at the show.

The meeting was called to order at 9:47 by Chris Kimberly. In attendance were 13 members and 1 visitor. We were delighted to welcome Lube Lubert, one of our PPCC members who drove up from Albuquerque! During the standup meeting, multiple individuals who were enjoying the show wandered through and said hello, including a very special guest, Mr. Dennis Gage. Throughout the meeting, Tony sold 50/50 tickets.

Visitors: Dan from Cotopaxi. Dan is a friend of Dave McGill and John Glusick, and had his car at the Florence show last year. He has a 64 Monza, which he purchased when he was 13 and have worked on and driven it since he was old enough to drive. He also has a 68 'project car'.

**CLUB REPORTS**

- April minutes were sent to the PPCC mail email distribution list and mailed to members without email on April 16, 2018, and included in the April / May newsletter. Motion and second to approve, unanimous vote.
- Treasurer's report: Wayne Russert - \$3,930 as of today.
- Cutaway fund \$938. Randy Karl presented a matching challenge to anyone present to match his \$31 donation to bring the fund to the needed \$1,000. Ed Halpin matched his donation, bringing SeeMore's fund to the full \$1,000. Chris explained to members that SeeMore would be at as many shows as possible this year, and also explained the 'sponsorship' opportunities to have your name affixed to SeeMore if you sponsor registration. She also shared that Steve Goodman has already volunteered to sponsor SeeMore for the Castle Rock Cruise-In in June.
- Membership: Ed Halpin - 52 members. Ed contacted everyone with outstanding dues, and gave a list to board members of updated membership information. We do have two new members; Lynn Townsend and Mike St. Germain. *Special note:* During the car show, Lewis Williams, PPCC member, came to look at the cars and gave his membership dues to Randy and contact information to John to share with Ed.
- Collector Car Council of CO Report (CCCC): Ed Halpin, CCCC Rep - CCCC information was included in the newsletter. Biggest item had to do with legislation regarding positioning of front license plates. Since Corvairs already position front plates in the center of the front, this legislation won't impact Corvair owners.
- Mail Bag: Kathy Green - Mail was picked up by Mary Ellen Feasel and Randy Karl, and included two membership applications with checks, and an additional membership dues payments. All information was provided to Ed and membership dues deposited.
- During a previous meeting we discussed a request from Silver Key for donations in memory of John Koll, former PPCC Treasurer and very influential in PPCC's success over the years. Silver Key provides senior services in the Colorado Springs area. Chris entertained a discussion of an annual donation in John's name to Silver Key. There was a motion and second, and this proposal was unanimously accepted.

**OLD BUSINESS**

- Pine Trails Assisted Living & Memory Care Car Show - Kathy Green gave a short overview of this mini-car show in Castle Rock. PPCC and RMC members brought out 11 cars to the Pine Trails center and shared them with residents. A full story on the event is in the April / May newsletter. Upcoming Car Shows.
- Tri-State - Rick Beets shared current status of Tri-State. There are currently 140 banquet reservations, and 60 registered cars. Rick shared that there will be many nice raffle items for both men and women, so be sure to bring cash for raffle tickets. He also noted that they will have some very nice awards this year as well. We are still awaiting a final vote from Crested Butte town council to confirm the show will be on Main Street. If this does not pass, another option for the show will need to be found. There will be reserved Corvair parking at the hotel.

**PPCC MEETING MINUTES (cont.)**

- Tech Sessions - Ken and Ed shared information on the last tech session at Feasel’s. There is a detailed article in the April / May newsletter. Ken did share a bit of his experience with the addition off an electronic fuel pump to his car.
- Coming Events:
  - June 2 is this year’s Bug Out at Feasel’s to tune up cars for Tri-State. Garage will open at 9:00 and remain open until 6:00, or whenever we get done. Members should bring any parts (filters, hoses, belts, etc.) they may need. Feasel’s will provide tools and PPCC members will provide expertise. PPCC will provide donuts in the morning, and hot dogs and chili for lunch. Members need to bring their own drinks and chairs. Please RSVP to Feasel’s if you plan to attend.
  - June 16 is the Castle Rock Cruise In. SeeMore will be at this show and Corvair’s will receive parking together by the display.
  - June 17 from 2-4, we are co-sponsoring a show in Palmer Lake. This is an invitation only show. It will be comprised of Model T’s, Model A’s and Corvairs.
  - July 21 is the Wheels for Wildlife show in Keenesburg at the Wildlife Sanctuary. Registration fee for the show will also let you into the Sanctuary.

**NEW BUSINESS**

- Vote for SeeMore - Dave Wenzlick, current caretaker of SeeMore, entered the car in the ‘Car of the Month’ voting on Corvair forum. Currently there are two cars entered. The winning car’s photo becomes part of Corvair Forum’s annual calendar. Several members have attempted to vote, without success. Ed Halpin noted he would send instructions so everyone can get out and vote for SeeMore on the Corvair Forum web site.
- Next Tech Session - Reminder that the next tech session is the ‘Bug Out’ at Feasel’s on June 2.

**OPEN FORUM FOR THE GROUP**

- John Glusick mentioned the Hotel Elegance in Colorado Springs will be doing a show. He didn’t have much information, but will send it along when he does.
- Ed has done a lot of work on his Monza Wagon and should have it out and running at the Bug Out.
- There is a 96 point Monza Wagon for sale for ~\$6800. PPCC will get out information for any interested members.
- Chris has a photo album to keep with SeeMore. She would like any early photos of the car to include in the photo album. Please send your 4 X 6 photos her way.
- Next meeting is June 17 in conjunction with the Father’s Day show in Palmer Lake. Meeting will be at 12:30 near the ice cream shop.

\*\*\* 50/50 raffle - \$50 total. Winner of this month’s \$25 was Randy Karl\*\*\*

Meeting adjourned at 10:22 with motion, second and unanimous vote.

	<p style="text-align: center;"><b>Upcoming Meeting Locations (3 months out)</b></p> <p><b>Sunday, June 17th</b> - 12:30pm, Father’s Day Ice Cream Social, Palmer Lake, CO.</p> <p><b>Sunday, July 15th</b> - 10:30am, PPCC Fishing Derby &amp; Picnic, Monument Lake, Monument, CO</p> <p><b>Sunday, August 19th</b> - 9:30am, Old Colorado City Car Show, Colorado Springs, CO.</p>
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# FLORENCE CAR SHOW - 5/20/18

Florence, Colorado

The Florence Car Show is getting to be a main staple on the Club's calendar of events, with this year being the fourth year we've had a significant presence, and the second year that one of our Corvairs was on the official T-Shirt.

This year, folks came from near and far to participate, and we wound up with 11 great examples of the Corvair, all lined up together for the visitors to check out.



Eleven Corvairs from the PPCC gathered on Main Street in Florence to participate in the largest show they've had to date. We represented the Corvair Hobby extremely well!!

We had folks drive in from the Denver Metro Area, Colorado Springs, and even had PPCC member, and current Corvairs New Mexico President, Lube Lubert, drive his '63 sedan up from Albuquerque!!

Lots of different cars to see during the show, and one cool thing that was happening, in conjunction with the event, was the filming of an upcoming episode of "My Classic Car".

We didn't have any hard-luck issues with anyone either getting to the show or home, so with a combined total of almost 600 years on the



Our feather flag doing what it do!!

road between all 11 cars, that's a pretty good day!!



(l-r) Rick Beets, Tony & Diane Lawler patiently await their breakfast.

To all who took the opportunity to join in on the fun, a great big thank you!!

[Randy Karl, Chris Kimberly, David McGill, Ed, Cheryl & Kelina Halpin, Mike Piper, Ken Schiffner, Rick Beets, Tony & Diane Lawler, Lube Lubert, John & Dee Glusick, and John & Kathy Green. PPCC members who visited the show and stopped by to say Hi, included Lew Williams and Paul Howell.)

See you all at the show next year!!



All of the Corvairs arrived together, so we took up the whole side of one block!!

# 2018 CRUISE ABOVE THE GORGE

Royal Gorge Bridge Park, Cañon City, CO

By  
Ed Halpin



For members of the PPCC who were looking to participate in this year's Florence Car Show, the organizers had added a special event, which took place the day before the big show; a cruise across the Royal Gorge Bridge in Canon City, CO.

The event was limited to the first 50 cars that registered, and came with an additional cool factor; those folks participating in the event would also be part of an upcoming episode of the long running TV show, "My Classic Car, with Dennis Gage". A little background on both.

The Royal Gorge Bridge isn't just a bridge, in fact, it is the highest bridge in the United States, and was among the ten highest bridges in the world until 2012.



The bridge crosses the gorge 955 feet above the Arkansas River, and held the record of highest bridge in the world from 1929 until 2001.

The main span of the bridge, between the towers is 880 feet, while the total length is 1,260 feet. It is 18 feet wide, the towers are 150 feet high, and the steel base structure is covered with 1292 wooden planks. Passenger vehicles are allowed to cross the bridge, but only before park attractions open, or after they close. So, getting a chance to drive across in the early dawn hours was a pretty cool opportunity.

"My Classic Car" is a television show about classic cars, hosted by Dennis Gage. It first aired in 1997, and is still going strong 21 years later!! You can catch current episodes on the Velocity channel.



Dennis is a true fan of the Corvair, having featured a variety of examples on the show, year in and year out. Just this year, there have been two Corvairs featured, so you know we had to have some rear-engine representation out there!!

For a couple of the more in-depth Corvair segments of the show, check out Season 18, Episode 10 (V8 Wagon) and Season 3, Episode 10 where Dennis and the crew dropped in on CORSA Convention in St. Louis, MO.

Ok, back to our Canon City adventure. ☺

Five hearty souls decided to register for this event (Chris Kimberly, Mike Piper, Ed, Cheryl, and Kelina Halpin), yet out of the five of us, not one realized that the Gorge Cruise was the day



(l-r) Mike Piper, Kelina Halpin, and Ed Halpin

2018 CRUISE ABOVE THE GORGE (cont.)

before the Florence Car Show, which we had all registered to attend. We just thought it was early that morning, before the show.

Well, imagine our surprise when we got to talking and realized that it was the day before, so we had to figure out lodging arrangements, because that's a long haul from Denver and Castle Rock to Canon City, early in the morning, two days in a row.

So, we all made plans to stay in the area Friday and Saturday night, and make a mini vacation out of the weekend. The Halpins and Chris wound up at the Super 8 there in Florence, while Mike opted for a hotel down the road in Canon City, where he



Kelina Halpin driving her '60 Monza Coupe!!

When we got to the town of Florence, we quickly realized our good fortune. There were leaves all over the ground, shredded from the trees by the hail which had fallen just an hour earlier. Said hail was piled up in what looked like snow drifts on the side of the road. Good thing the car show wasn't that day, as a lot of cars might have been damaged.



Mike Piper driving his '65 CORSA Convertible!!

could use his credit card travel points and stay for free. Smart Guy!!

Leaving on Friday afternoon posed some challenges due to the extreme weather in the area, both in Colorado Springs which we had to drive through, and in Florence, where they were expecting severe hail.

Now, on no other day of the year do you hear about the town of Florence on the Denver news channels, yet, on that day, at that hour, it was the place to chat about.

So, we delayed our departure by about a half hour, and they played very well for us, in regards to the weather, because we avoided all of the sever stuff, and only got caught in some drizzle down I-25 and Rt 115 out of the Springs.



Chris Kimberly driving her '64 Monza Convertible

2018 CRUISE ABOVE THE GORGE (cont.)

After grabbing some tasty Prime Rib at Quincy's, we settled in for the night. Tomorrow was going to be a big day!

The rain visited us again in the morning, once before we cleaned up the cars, and again after, so we just accepted the fact that it was going to be a wet drive.

Mike was already up and waiting for us on the road when we headed out of Florence to meet up with everyone else in the event, at the old Buckskin Joe's western theme park. Some of you old timers might remember Buckskin Joe's as the place we had our Tri-State banquet during the 2010 gathering in Canon City. The theme park shut down later that year.

We made it to the meet up point, just as the rain started to clear out, which allowed us a couple minutes to, once again, clean the road dirt off of the cars.



Ed & Cheryl Halpin driving their '67 Sport Sedan

They had free coffee and pastries set up for us all, and the film crew was busy getting the best shots they could, of all of the cars.

After some logistical adjustments, we were off!! In a trail of 50 classic cars and hot roads, we wined back and forth through the countryside, making our way down to the bridge entrance.

Once there, we smiled for the cameras and made our way across the bridge. I'll tell ya, it was a bit eerie to hear the wood planks kind of flipping up and down as you drove over them, that far up from the river below. Just a weird



Mike Piper's CORSA Convertible staged and ready to go!

kind of feeling 😊

We regrouped on the other side, and then made the pass back across the bridge, where we bid adieu to most of our new friends, and headed off for some breakfast at the White Water Bar & Grill.

We were told that the Grill would be open for breakfast, however, that was news to the staff, who just happened to be there for a team meeting that morning, and quickly rose to the occasion, getting us all set up with Bloody Marys and breakfast burritos!!

While we were hanging out and enjoying ourselves, Dennis and the film crew made their way into the restaurant and got busy telling their own tall stories of the morning 😊

All in all, it was a fun event, and it gave us something to do with our cars, which was out of the norm.



Chris Kimberly (l) and Cheryl Halpin enjoy some gal bonding time at the White Water Bar & Grill. Wait, who is the guy behind Cheryl with the beret hat on?



# TECH SESSION - Electric Fuel Pump Install and Lifter Replacement Grumpy Old Man Garage, Peyton, CO, 5/12/18

By  
Dave Feasel

We had nine people attending our second tech session for the year. Those in attendance were Ken Shiffner, Ed Halpin, Pat Carty, Randy Karl, Dave McGill, Ray Schick, Lynn Townsend, Grumpy Old Man, and, there representing the women folk was Mary Ellen Feasel. Coffee, donuts and pastry were provided for those that came with an appetite. I had chairs set out for everyone to get comfortable.

The answer, let's put in some new lifters. With that said, Dave went off to get some lifters. With Ray Schick jumping in and taking the lead on getting this project started (thanks Ray for again stepping in and get things moving), we were off.

As Ray, Ed Halpin, and Pat Carty started getting the lifters out, we did one cylinder at a time on each side.

When Ray and Ed got the first set of lifters out we found out why I could not get them adjusted; they were frozen solid. No mater how hard we hit them with a hammer and punch they were not moving.



With our feather flag flapping in the breeze, the garage parking lot was full of Corvairs!!

As usual, at the beginning of these sessions there is always the bullsh## session, as this was the first time Ken and Lynn had met the group here. I'd like to mention that Lynn Townsend joined the club at the Tech Session. Welcome to the club Lynn!



In preparation for replacing the lifters, Ray Schick (on the ground) provides a tutorial on how to remove the rocker arms, as Pat Carty looks on. Pat got his chance to turn a wrench on the other side of the engine.

The first topic of the day was replacing the hydraulic valve lifters on "Tweety Bird", Dave McGill's yellow CORSA convertible. I had Tweety Bird in the shop last year, reassembling the back half of the car, and wiring which Dave wasn't able to do.

We could not for the life of us get the lifters to pump up, so this year Dave has made a push, that by hook or crook, we were going to get the car running so he can take it to the Tri-State in Crested Butte in early June.



Tweety Bird up in there air, awaiting replacement of the lifters.

Lynn had started to preload the new lifters with oil, but when Ed and Ray went to put the new lifters in, there was a problem; they were the wrong size!

What to do, what to do?? The answer, let's call the local NAPA store, just in case they may have some in stock. So, since Ed always has a phone in his ear, he was given the task of making the call, and sure enough they had a bunch, the right size, sitting on the shelf.

So my parts runner (Mary Ellen) was given the task of getting the parts.

# TECH SESSION (cont.)

As we were waiting for the lifters to arrive, our attention turned to installing an electric fuel pump to Ken Shiffner's car.

I had all the parts we would be needing laid out on one of my work tables in the order of installation; the switches, wire, pump, hoses, etc..



Dave Feasel walks through the process of how the electric fuel pump conversion is accomplished.

I had a handout with parts list, and a diagram for this installation. As I have described before, no two installs are the same. After the install was laid out, and questions were asked, away we went, first starting in the engine bay.

Since Ken wanted to be able to switch back to the mechanical pump, if needed, a new fuel line had to be run from the old pump location.

I want to thank Lynn for showing us an easier way to bend and install the new fuel line. You're never to old to learn something new.

After the pressure switches were installed, it was on to the wiring.



Dave Feasel (l) and Ken work out the plumbing issues for the new fuel lines and pump wiring.

About this time the lifters arrived, and a couple of guys went on to finish up that project, while the rest of us continued with the pump conversion.

We took a break for lunch, with Ken providing pizza, and more conversation about cars that were there, and cars we have owned.

Ken did a demonstration of how he balances carbs using a two hose vacuum gage. Very interesting, and I hope Ken can bring his set up to one of the Club meetings.



Lynn Townsend (l) and Dave McGill work to preload the new lifters for Treety!

Time was getting late, and some of the guys had to leave. Just as the lifters install was finishing up, those of us on the pump conversion were ready to start on the fuel lines, when Ken informed us that he had a FULL tank of gas!!

My mistake in not telling him to come with maybe a 1/4 tank of gas, as then we could lift one side of the car to make changing the fuel lines easier.

Oh well, we'll manage, I said to myself, how much gas could run out.



Ken works with Lynn to balance the carbs on his '64 Monza, using a two hose vacuum gauge.

### TECH SESSION (cont.)

Well, Ed and I found out how much pressure a full tank of gas can create as we tried to install the new lines to the fuel pump under the car. We leaked quite a bit of gas on the shop floor, on my shirt and just about every where. Glad I didn't have my fireplace going at the time. That stunk up the shop pretty good.

Ed and I finally got Ken's pump conversion done, and after a test drive he was on his way.

The lifters install wasn't finished because of the work on the fuel pump, and, the amount of stinky gas in the shop. My bad.

With the lifter work already completed by Ray, Pat, and Ed, all that was left to be done was to adjust the valves, and that I did on Sunday.

Dave arrived and took the car for a test drive. It still needs more adjustments to it to get it running just right, but not bad for an engine that has not run in 32 years!!!

More will be needed and I hope we can get to them at the Bug Out coming up on June 2nd.

Well, I hope everyone who came enjoyed themselves and maybe learned a thing or two.

*Grumpy Old Man.*

*Dave Feasel lives in Peyton, CO, is a long time Corvair enthusiast, and an active member of the Pikes Peak Corvair Club*



Pat picked up on the task quickly, removing the passenger side rockers, and replacing the lifters, one cylinder at a time.



While Pat and Ray worked on one side of the car, Ed got the other side done. He said it was only a two beer job!!

### CORVAIRS AND CRAPPIES! JULY 15TH FISHING DERBY

Ok, "Corvairs and Trouts" just didn't have the same ring to it, so Corvairs and Crappies!!

Come on out on Sunday, July 15th at 10:30am for the 4th (Mostly) Annual PPCC Family Fishing Derby & Picnic at Monument Lake in Monument, CO.



After dropping off our calendar last year (we were pretty busy), the Annual PPCC Fishing Derby and Picnic is back on for this year! those who like to drop a line at dawn, load up the Corvair with your rod and reel, and join us as early as 7am at Monument Lake for a good old fashioned fishing tournament.

Club meeting will be at 10:30, with the picnic/BBQ to follow. The Club will provide the hotdogs and burgers, soda and water, while members are asked to please bring a side dish or dessert to share.

Prizes for biggest, smallest, and most fish caught. This event will give you a reason to get up early on a Sunday to enjoy some quality time with your friends, kids, or grandkids. Bring your Corvair, and chairs. See ya'll there!!

So none of you get in trouble, below are the updated rules from the CO Fishy Folks:

- **Youth** aged under 16 years old may fish and take a full limit without a license, so bring the kids out!!
- **Adults** aged 16 years or older must purchase and have in their possession a fishing license in order to fish or take any fish in Colorado.
- **Seniors** aged 64, and older, can obtain a fishing license for \$1. So, you old timers have no reason not to come on out and enjoy the day with friends!!

\* Fishing licenses can be purchased at a variety of locations, including WalMart, Cabellas, and Bass Pro Shops.

**THINGS I DIDN'T UNDERSTAND, UNTIL NOW**

By  
Ken Schiffner

A recent search I made of the history of air-cooled automobile engines produced more questions than answers. At least initially.

For example, why are there no straight eight air cooled engines? Early automotive air cooled examples were single or maybe dual cylinder. VW and Porsche jumped to four cylinders and then went to six. The 1923 Copper Cooled Chevy was a four. The Corvair, as we well know, uses a flat six.

Tatra used a V-8 configuration, but not a straight eight. No air-cooled straight eights, at least none that I could find.



Tatra V-8 Engine

Or, why don't you see any big bore automobile engines? When Porsche went bigger, they went water-cooled. What gives?

I did some digging. It gets complicated, but the key determining factors are cooling and space.

With a straight eight and air-cooling, I learned, the cylinder spacing needs to be wide enough to allow for the margins taken by the cylinder cooling fins. The wider spacing means the cylinder centerlines are farther apart and thus the connecting rods are farther apart. This results, in turn, that the crankshaft must be longer than in a water pumper. And a longer crankshaft can whip. To avoid that, a more expensive crankshaft supported by more bearings are needed and the engine itself becomes longer. Unless the vehicle has a long hood, the increase in length is a design limitation of the vehicle itself. Forget about putting such an engine in a compact vehicle.

Now, for a few cylinders, a straight configuration could be used. At eight cylinders or above, it was learned that the spacing dictated by the cooling fins and the longer crankshaft makes such a configuration economically untenable.

When a company like Franklin in the '30's made an air-cooled V-12, the engine was six (6) cylinders per bank. The Tatra V-8 (mentioned above) was four (4) cylinders per bank.

Also, ever notice that most multi-cylinder air-cooled engines are predominantly "boxer" designs? The crankshaft rests horizontally in the crankcase and the piston forces move horizontally (for the most part). Apparently supporting the crankshaft uniformly is of greater concern for air-cooled engine designs.

Even the air-cooled multi-cylinder tank engines were boxer configuration. Ed Cole reportedly had experience with air-cooled tank engines so some of the Corvair engine design



Air Cooled V-12 Tank Engine

'roots' could be traced to that exposure. Note the dual cooling fans. Greater cylinder spacing also requires short, direct cooling air passageways. The engine also likely had strategically located baffles to efficiently direct the cooling air just like in other air-cooled designs.

The Tatra V-8 was a notable exception to the boxer layout. But it is a V, not a straight 8.

Then there is the rarity of big bore air-cooled designs. With a water pumper, the cylinders are jacketed with coolant. The wall temperature is usually well below 250 degrees F. With an air-cooled design, the heat from the piston has to travel from the piston center all the way to the hotter finned cylinder bore. Once there the temperature may be well above 300-400 deg. F.. That means the piston center can get really hot...or so hot that the piston material can fail.

The remedy is to shorten the distance the heat must travel. Thus, the piston diameter of an air-cooled engine is inherently thermally limited.

*Ken Schiffner lives in Englewood, CO and is an active member of the Pikes Peak Corvair Club.*

**REUNITED WITH MY FIRST CORVAIR!!**By  
Allen Amrine

My fondness for everything automotive started at a young age, like many of us, my dad liked old cars, he was a Chrysler man. I have so many fond memories of those cars, and the many others we had. Sitting inside, behind the steering wheel, when I was very small, him sliding the rear end back and forth on snowy roads on the way to take us sledding. I loved everything about them. We had '55 and '56 Chryslers, they had to be New Yorkers, with the Hemi engine. Working on and driving in them, is what made me a car nut!

I started driving in 1981, and bought a 1967 Dodge Dart GT as my first car. The \$250 it cost, equaled more than 100 hours of work. It was not much to look at, but it was reasonably fast, with the 273 Super Commando engine. That was my first car, followed by many more muscle cars, '70 Chevelle, '70 GTO, several Cutlass convertibles etc.. The point to all this being, that I should not be here right now. My path led to the Cuda, or Camaro, not the Corvair!

I apologize now for the lack of early pictures. It was 1995, and I was driving 1st generation Blazers around, but I was looking for something different. I was working as a district supervisor, starting at 6 am, and I was off by 2:30 pm everyday. I would then go and check on my projects, as I owned and ran a high end paint contracting company as well. I had been doing this for several years. My commuter car was a Toyota, as I would put hundreds of miles a day on it and wanted something that could hold some value, even at over 200k miles.

Classic cars were always on my radar, and for some reason, a small 6-cylinder car caught my eye one day. Maybe it was the hood tach, possibly my fondness for convertibles, but as I think back it had to be the lines. That car was beautiful!

It was in Fort Collins about an hour North, but I traveled there almost daily for work anyway. It was around \$800, and I knew nothing about it, I had never thought about owning a Corvair! What was I doing? I had to go look at it, so I called and set a time, and had my wife drive me up there.

It was yellow with a black top and black interior. I looked it over quickly and it was solid. I did

not test drive it, as I heard it run and the owner had another that was very nice. Heck, a classic convertible for under \$2k was a deal to me. We made a deal at \$800, I think it was just under what he was asking, but he wanted to keep the hood tachometer for his Firebird. That was fine with me.

After exchanging cash for a title, I was off, but not very far.... About three blocks down the road I got a wobble, and before I could pull over, both passenger side wheels fell off! I probably should have taken it as a sign, but I just chalked it up to an honest mistake. I rounded up the lug nuts, checked the drivers side, and we were off again.

I know the back roads well in the area, and I probably had more fun on that drive than I had in a while. Getting used to the seating position and other things was interesting, but fun. We made it home safe, my wife following behind. A few days later, I got a call from the previous owner, he asked if I wanted that tachometer back as it did not work on his Firebird. I made arrangements to pick it up the next day.

I enjoyed the car occasionally, for a couple of years, but it was tired. I like to work on them, so I started collecting parts. I had money at the time, so I bought the best; chrome Carrera shocks, the cool rear trailing arms from Lon at Corvair Underground, a disc brake front end, new top, wood wheel, aluminum pan, and valve covers. You name it, I had it, this was going to be nut and bolt restored, at some point.

Fast forward to 2002, the construction industry and housing market is at an all time low. I had fallen back to painting, after working for an exotic car dealership in the late 80's. The shop I now worked in, Mayhew Motors, had Ferraris, AC Cobras, Panteras, I was in heaven. Then, it happened.

I went in to pick up my check, one spring day, and everything was gone. No more cars, all of my tools and equipment, all gone, nothing left. Talk about a low point. No tools, no job, and the last two weeks of work, I was not going to get paid for!

**REUNITED!! (cont.)**

I could not look for another mechanic job, no tools. I knew how to paint well, and tools for that were much easier, and less expensive to acquire.

All the time I was painting and running my business, I was buying tools. By the time the bottom fell out on construction, my home garage was better than most shops. I decided to keep my company going, and open a small shop with a friend. We pretty much just worked on our own cars. I had my 1966 Corvair Monza convertible in there. I had the disc-brake front end, I had repaired the body, the whole floor inside and out was POR 15 coated. I was knocking it out! Then I was knocked out, divorce.

At the time, I had probably twenty cars and trucks around town, and hidden away. My personal nest egg, if you will. I had posted some for sale, and a young guy came in to look at something, I forget what it was. It didn't matter, he did not make it more than 10 feet into the shop when he saw it. My Corvair. This was the last car I wanted to sell, but he made an offer I could not refuse. We also agreed that I would finish the car as part of the deal.

So, I sold my first Corvair on June 20, 2006. It was in bare metal and half finished, all the parts were included with the sale. He gave me a deposit, and asked if he could take it to paint. I agreed, but kept the title, as he did not pay the full amount. I told him my plans for the car, but he had plans of his own.

It is a blur for the next couple of years, but I thought the car was gone, and I would never finish what I had started; my dream car. The one car I was going to build for myself, after building cars for others.

After the move to Colorado Springs, I received a friend request from the guy that bought the Corvair those years ago, he was ready to finish our deal. I learned that he painted it - green - not my choice, but they did good work. Somewhere along the line, most of the parts, including the engine and interior were stolen.

It was towed here on a flatbed. I was still running my shop on an extension cord I had buried under the drive way! We made an agreement, and I did a little work, but the checks were not coming, I probably should have repossessed the car at that point, but he was making an effort, and I was buried with working on the house and other things (Corvair Owners Group (C.O.G.)).

I just didn't have the time, or money to invest in it. That is when he ran into the same problem I had, a few years before, and he needed to sell the car. I reminded him he had only paid a deposit back in 2006 and I would not release the title unless he paid the balance.

Well, he did, and he also purchased some wheels and tires from me, and we installed them on the car. I thought I would surely never see it again. Paul, the new owner immediately put it up for sale for \$6,000, I believe. It did not take long to sell. That was the last I saw of it, a Craigslist ad.

A couple of months ago, one of our local club members was contacted to look at a convertible that a guy had for sale, due to a family emergency. A couple of the Pikes Peak Corvair Club members went to look at it, took some pictures and sent an email out to the Club.

No way, it was my first Corvair! I am in a better position to work on it now, and, I really regretted not holding on to it. So I put my cars up for sale and asked for help in getting it back. The Corvair Owners Group really came through, buying products, and even contributing money to help me get it back. I had to sell my split bumper CORSA convertible, and take a loan. I had to move fast, so I took a big loss on my CORSA.

After Paul had sold the car, the new owner added a rack and pinion disc front end to the car, and purchased a few parts that were missing. I also received the paint bill that was nearly \$9,000. Even though it is missing the Carrera shocks, all the other parts, and the Tachometer was missing, I was able to buy it back for what I sold it for in 2006! I also got the wheels and tires I sold him back in the deal!

**REUNITED!! (cont.)**



Rack and Pinion Steering added to the Corvair

Thanks to the Pikes Peak Corvair Club and the Corvair Owners Group, I will be able to finish the car that started my love affair with the Corvair. I will post progress, and encourage people to come by and check it out, and help out if you can.



Got the Wheels Back In The Deal

I can not express how happy and grateful I am to have the opportunity to finish this car!



Allen is Reunited with his First Corvair!!

**COMEBACK TRAIL 1K RUN/WALK FOR STROKE SURVIORS**

Grumpy Old Man here. This is me at the May 6th Comeback Trail, a benefit 1k Run/Walk in support of stroke survivors at the Hudson Gardens in Littleton.

This fund raising event is put on by the National Stoke Association, a couple of times a year, to enable us stroke survivors, and family, to get out and enjoy each others company, and support a good cause.



If you noticed, I said us stroke survivors, as I am including myself. I had my first stroke December 2016.

I wasn't able to participate in the run due to a recent surgery, but that did not matter as they have a 1 mile walk around the gardens for those of us to enjoy. They've got several display gardens there, and plenty of ducks and birds to watch. You know, you dally around to much when you start seeing the runners pass you up when your walking, and looking at the ducks playing in the water.

This is just one of the couple of organizations and fund raisers that I support. I know Kathy Green and Coda volunteer at assisted living centers too. If there are any groups that any of the club members support, or volunteer at, let us know ,as I'm sure we, as a club, or as individuals, would like to help.

If you know of a special event that may be of interest, let us know too. As our membership grows, I think we can get out there and get involved more in our communities, and show people what car nuts are all about.

O.K. I'll get off my pedestal now ☺

# THE GREAT HYDRAMATIC FIRE OF AUGUST 1953

By  
John Dawson

The Great Hydra-Matic Fire of August 1953: How GM ended up at Willow Run in Ypsilanti, MI – John Dawson – August 2013, revised May 2018

In 1953, my dad, Juan C. Dawson, was working for General Motors in the Ternstedt Division’s small corner of the facility at the Hydra-Matic Plant, located at Plymouth Road and Hartel Street, in Livonia, MI. Dad was a quality control engineer/inspector for Ternstedt which had a contract with the Army to build tank range finders and guidance systems for the Air Force.. My father had gotten the job because he’d worked at Argus Camera (Optics) in Ann Arbor for several years as a subcontractor building the optics for the range finders that Ternstedt was building for the Army.

My Dad and Mom (Laura A. McLaughlin) got married in June 1952 and had moved from my grandparent’s home in Ann Arbor to a rental home in Livonia while awaiting completion of the construction of their home in Redford Township, where I grew up. Mom got pregnant in early 1953 and was expecting me during the hot and humid Southeast Michigan summer. As luck would have it, she was scheduled to have a pre-natal check-up on August 12th, 1953. My Dad left work early that day to take her to Dr. Reeve’s office for the eight month exam. Back then the family doctor did everything. They even made house calls. As my folks told the story, my Dad left the plant around 2:00 pm, just a little bit before the fire started. It was not until later that evening that Dad and Mom found out what had happened at the plant. They recall hearing sirens while at the doctor’s office, but thought nothing of it at the time.

Various accounts of the fire all indicate that the facility went up in flames very quickly, all made worse by the lack of fire-walls and the insistence of the GM Hydra-matic plant on-site fire team to attempt to extinguish the fire on their own before calling the local fire department. News reports stated that the smoke from the fire could be seen 20 miles away.

The Hydra-Matic fire of 1953 was the worst industrial fire in American history up to that time and still ranks as one of the worst in dollar loss in the history of the auto industry. On August 12th of that year, a fire at the Hydra-Matic plant in Livonia, Michigan, completely destroyed the facility, cost some \$80 million in damages, caused the injury or deaths of a score of workers, and resulted in the loss of automobile production from five different manufacturers variously estimated at from 100,000 to 300,000 units. (1)



The Livonia plant, which was operated by the Detroit Transmission Division of GM, was nearly new {built in 1949} and represented the state-of-the-art in early post-World War II plant design. It was also the only source of Hydra-Matic transmissions for General Motors car and truck lines, as well as those of several other manufacturers. Pontiac, Oldsmobile and Cadillac were the principle GM divisions that were affected, but Lincoln, Hudson, Kaiser and Nash also used Hydra-Matic at the time. (1)

The fire started when some outside construction workers using an oxyacetylene cutting torch ignited a conveyor dip pan that contained a highly flammable liquid used as a rust inhibitor for transmission parts. Attempts to put out the fire with hand-held extinguishers were nearly successful — until the extinguishers ran dry. Then, the fire spread with tremendous speed throughout the 1.5 million square foot plant. Within minutes, the fire had engulfed the entire building, including a small Ternstedt Division area (about 133,000 square feet). Ternstedt manufactured interior hardware (window cranks, etc.) and other small parts used by GM's automotive divisions. (1)

Fire fighters from all over the Detroit area were called to the scene, but there was little anyone could do once the fire went out of control. By the time fire fighters



## THE GREAT HYDRAMATIC FIRE (cont.)

arrived on the scene, the roof had already partially collapsed making the building too dangerous to enter (see the top photo). The fire finally burned itself out the following day (see the bottom photo) leaving a scene reminiscent of Dresden or Hiroshima. (1)

Given the speed of the fire — it roared completely out of control in fifteen or twenty minutes — it is a miracle that virtually all of the 4,200 workers escaped with their lives. In fact, only fifteen sustained serious injuries. In addition, three members of the Ternstedt in-plant fire brigade were trapped and killed and a member of the Livonia Fire Department suffered a fatal heart attack. Several days later, two construction workers were electrocuted while clearing debris. So, the final total was six dead and fifteen seriously injured — astonishingly light considering the nature and scope of the catastrophe. (1)

GM accessory group president Sherwood Skinner was in New York City, and he boarded the first available flight when news of the fire reached him. He formulated the skeleton of a recovery plan on the plane. GM assembled a team of industrial engineers to draft plans to reopen the Hydra-Matic operation in a rented plant in Willow Run. The team worked 12 hours a day and completed the plans in 17 days. (2)

The fire brought all of GM to a stop, and for a short time, GM told 93,000 employees to stay home. GM put limited numbers of workers back in the plants to complete cars for which they had supplies. By the middle of September, GM adapted Chevrolet Powerglides into Pontiacs and adapted Buick Dynaflows into Cadillacs and Oldsmobiles. Still, GM could not put everyone back to work right away, and nearly 4,000 workers had to stay home from Cadillac and 5,300 from Oldsmobile. GM's Fleetwood Fisher Body plant temporarily laid off 3,000 employees. Factor in related companies, and 25,000 Michigan citizens were out of work for months. (2)

The barn-like Willow Run plant had been a Kaiser aircraft line. Manufacturing the Hydra-Matic was a delicate, climate-controlled operation, and GM had to build a surgically clean plant within a plant. The 3.5-acre inner plant was dust-free and air-conditioned to a perfect 74 degrees. The doors sealed when closed, and the air-conditioning system kept the inner atmospheric pressure four ounces per square-inch above the outdoor pressure, so when a door opened, the inner pressure prevented dust particles from entering. (2)

GM sent thousands of damaged machines and tools to roughly 160 outside companies for repairs. Hydra-Matic was in partial production in 68 days at a tempo-

rary plant, and GM had duplicated the Livonia plant at Willow Run in 85 days. By the 125-day mark, the Hydra-Matic was in full production at 4,000 units per day. (2)

One of the genuine crash programs in the history of the auto industry was undertaken by GM to rebuild Hydra-Matic. A new plant, the former Kaiser-Frazer factory at Willow Run (see photo below), was quickly leased and later purchased outright, while Kaiser production was transferred to Kaiser's recently acquired Willys-Overland plant in Toledo. New equipment and new supplies for the resumption of Hydra-Matic production all had to be put in place in record time. The first Hydra-Matic unit was produced in a make-shift plant in Detroit in October — a mere nine weeks to the day from the date of the fire — and GM gallantly sent the first units to Hudson, Kaiser and Nash. The former Kaiser plant was in full Hydra-Matic production by mid-December and remains a key GM automatic transmission facility to this day. (1)

The Hydra-Matic fire served as a wake-up call for the entire American industrial community and fire standards were significantly improved as a result. As the National Fire Protection Association noted: The general awakening of industrial management to the potentially disastrous results of fire on production was the one beneficial effect of this disastrous fire. Viewing this destruction, many industrial management (teams) are recognizing the inter-relationship of production records and fire safety, and are facing the well-known fact that fire can reduce production records to zero and, in some cases, keep them there. It is almost fortunate that this tremendous fire occurred in the property of a company that is financially well-equipped to withstand such a loss. (1)



The fire had an \$80 million impact, and there were 100,000 fewer Hydra-Matic-powered cars on the streets. The new operation flourished at Willow Run, and a Fisher Body plant appeared at the former Hydra-Matic site in Livonia. (2)

**THE GREAT HYDRAMATIC FIRE (cont.)**

GM president Harlow Curtice called it “the most extensive rebuilding job of its kind in our history. (2)

GM knew how to fix things in 1953. (2)

As a result of the fire, my Dad was transferred to the Downtown Detroit Ternstedt plant for a while where he worked on all sorts of engineering projects such as redesigning paint spray guns to give a better paint spray application by using an electrostatic charge. After a number of his superiors started arguing over who would get the potential patent rights to what he called a cobbled-together unit (because management did not want company equipment substantially modified) Dad decided that it was time to move on to a company that would encourage their engineers to apply for and receive patent rights for their ideas. He subsequently moved on to Bendix Research Laboratories Division in Southfield, MI in 1954/5 and went on to a long career in optical applications used in high altitude reconnaissance, ruby laser holography, investigating the use of lasers with tracking devices, working on various aspects of the Apollo project, the Hubble Space Telescope, and many other classified government projects that he never told us about.

The main result of the Hydra-Matic Fire of 1953 was that GM had to find a new home for their transmission factory, retool, and get production back up to speed within a very short time. Within four months, GM procured a new facility in Ypsilanti, converted it to use for building automatic transmissions, and got production back up to speed.

Another result of the fire was increased industrial safety and awareness to help prevent such devastation from happening again. It was fortunate that so many workers were able to escape the fire unharmed. With the acquisition of the Ford/B-24/Kaiser facility at Willow Run in Ypsilanti, MI, GM was able to get back on track within a very short length of time. The Willow Run plant where the Corvair, Nova, Vega, and X-cars (Citation, etc.) were built was constructed in the late 50’s and was adjacent to the “new” Hydra-Matic plant.

A side result of the Hydramatic fire is the collectability of early-model 1953 Pontiacs with Powerglides and Cadillacs and Oldsmobiles with Dynaflo.

Fast forward to 2018. The location of the original GM Hydramatic plant is now the Plymouth Road Technical Center which includes the Roush Performance Vehicle Facility. About four miles to the west at Levan Road is the Ford Automatic Transmission plant. It’s truly amazing how the more things change, the more they stay the same.

The Great Hydramatic Fire has always captured my imagination. The family connection aside, the overall devastation of such an important industrial plant and the subsequent plan and actions to rebuild from the ashes is of such a magnitude to warrant retelling the story - lest we forget.



“1953 Hydra-Matic Fire, Livonia, Michigan (3)

1. Thomas E. Bonsall, The Great Hydra-Matic Fire, February 1999, <http://www.autotran.us/TheGreatHydraMaticFire.html>
2. “Hellfire and Gearboxes”, GM Journal, 09/14/2010
3. [http://history.gmheritagecenter.com/wiki/index.php/Biggest\\_Industrial\\_Fire\\_in\\_History](http://history.gmheritagecenter.com/wiki/index.php/Biggest_Industrial_Fire_in_History)

*A long time Corvair enthusiast, John Dawson lives in Centennial, CO and is a member of the PPCC.*



# TECH TIP: QUIETING NOISY STARTERS

By Steve Goodman  
Contributing Editor

In this month's Tech Tip, Master Mechanic Steve Goodman tackles the subject of starters, and how a little too much wear might just leave you on the side of the road.



## QUIETING NOISY STARTERS

At the April PPCC meeting, Tony Lawlor was having difficulty starting his 64 spyder to head home. The starter was dragging badly and the tooth mesh between the starter drive and ring gear was terribly noisy. In short, the starter almost wouldn't/couldn't turn the engine over. I made the comment that I could fix that, and Tony brought the starter that next week.

"Starter drag" is terminology for the armature windings touching the field coils. The first two pics show why.

Look at how the nose end bushing is short of having full load carrying ability.



Also when I removed the bushing I measured the thickness and found .015".



Note the length and thickness of the existing bushing.

Compare with pic of new bushing, .026". That is a lot of wear in the old bushing.

In addition, the pic shows new bushing is full length of nose. This ensures maximum contact area.

Also I looked at the gear teeth on the starter drive and found more wear. Tony had recently replaced the flywheel/clutch cover on this car due to loose flywheel rivets.

I believe the flywheel also contributed to the wear in the nose bushing. The wear on the teeth are worse than most I see.



I also use solvent on the case and nose end, then rinse and blow dry.



New bushing is considerably longer and thicker, better able to carry the load.

I cleaned up the commutator, where the brushes contact too.

Lastly, a small amount of grease is needed on both ends of the armature.

In Tony's case, the brush end bushing was tight,



Note the significant amount of wear on the starter's gear teeth

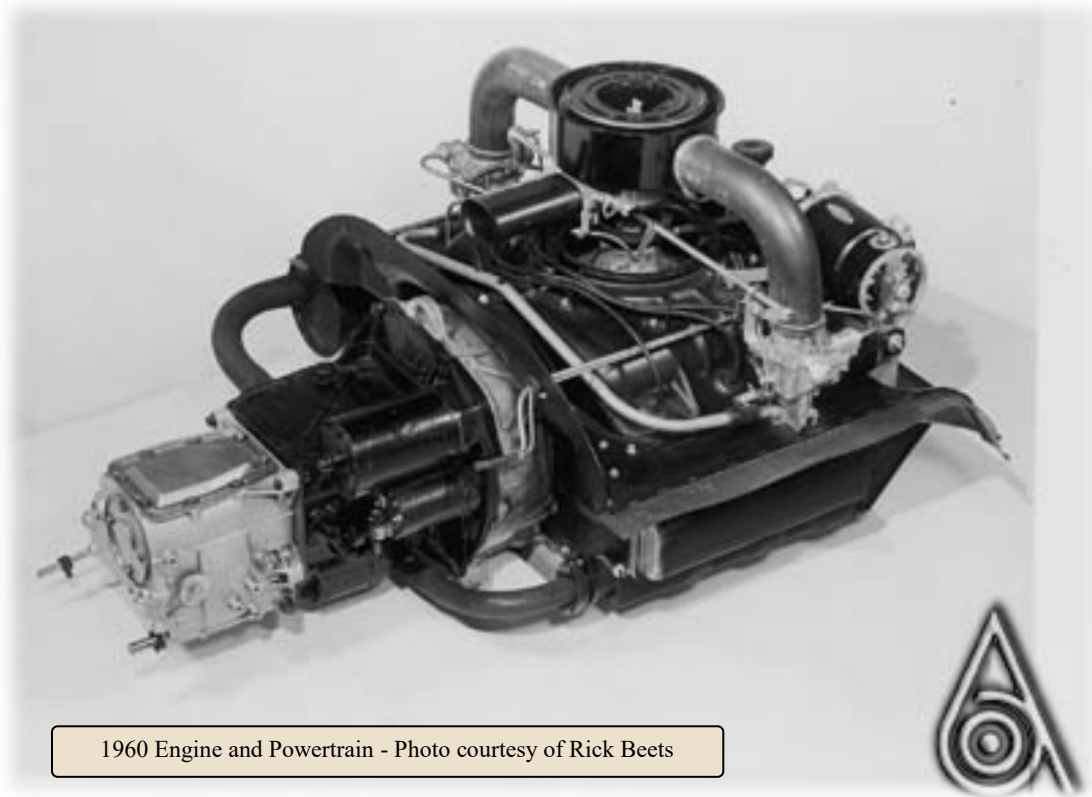
so I didn't change it. Tony reported much easier and quieter starting.

*Steve Goodman is owner of Rear Engine Specialists in Golden, Colorado*

**NEW MEMBERS OF THE PPCC AND NEW RIDES!** By Ed Halpin  
Membership Guy



Look At All of the New Name Badges!!! We're excited to welcome all of these recent new members into the Pikes Peak Corvair Club, and look forward to getting to know each and everyone as we get to spend time together!! Welcome!!




1960 Engine and Powertrain - Photo courtesy of Rick Beets





## 2018 PPCC Activities Calendar


All planned events will be noted on the Club's interactive calendar, located on our website @ <http://www.corvair.org/chapters/chapter809/calendar/calendar.htm>


 **June 8-10 (Fri-Sun): "The 2018 Tri-State Meet"**, Crested Butte, CO. For more information on the event, visit: <http://www.rockymountaincorsa.org/2018-tri-state-ralley-promo>

 **Saturday, June 16th, 8am-3pm: "Castle Rock Cruise-In 2018 Car Show"**, Downtown Castle Rock, CO. This is a fun get together, held annually in beautiful downtown Castle Rock. We have been working with the event organizers to ensure that "SeeMore", the Cut-Away car is prominently displayed, and the Corvairs are all in the same area. You will love the variety of vehicles on display. For more info, visit: [www.ClassicRockCruiseIn.com](http://www.ClassicRockCruiseIn.com) Space is limited, so get registered today!!


 **Sunday, June 17th, 12:30pm: "PPCC Meeting and Father's Day Ice Cream Social"**, Palmer Lake, CO. This FREE Ice Cream and Pie Social is sponsored by the Palmer Lake Historical Society, and will take place from 2 - 4pm at the Palmer Lake Town Hall and Village Green. We'll hold the monthly meeting at 12:30 in the same general location. Corvairs are listed on the flyer, so bring your lawn chairs, relax, and enjoy the lakeside views!

 **Sunday, July 15th, 10:30am: "4th (Mostly) Annual PPCC Family Fishing Cruise & Picnic"**, Monument, CO. After missing our calendar last year, the Annual Fishing Derby and Picnic is back on for this year. For those who like to drop a line at dawn, load up the Corvair with your rod and reel, and join us as early as 7am at Monument Lake for a good old fashioned fishing tournament. Club meeting will be at 10:30, with the picnic/BBQ to follow. The Club will provide the hotdogs and burgers. Members please bring your own beverages, and a side dish or dessert to share. Prizes for biggest, smallest, and most fish caught. This event will give you a reason to get up early on a Sunday to enjoy some quality time with your friends, kids, or grandkids. Bring your own chairs.

 **Saturday July 21st, 8am - 3pm: "Wheels for Wildlife", Keenesburg, CO, @ The Wild Animal Sanctuary**, 1946 Co Rd 53, Keenesburg, CO. This is a rare opportunity for you and your family to not only be able to visit the facility, but make an impact on the care these rescued animals receive. This is a fundraising event to help care for the more than 450 rescued lions, tigers, bears, and other large carnivores that call the Sanctuary home. More info to come, but for info on the facility and their mission, check out their website @ <http://www.wildanimalsanctuary.org>

 **July 23rd thru the 28th, 2018 (Mon-Sat): "CORSA National Convention"**, Pittsburgh, PA. The Western Pennsylvania Corvair Club welcomes the members of CORSA to Pittsburgh, PA for its 47th annual convention. Host hotel is the DoubleTree Pittsburgh-Green Tree, 500 Mansfield Ave., Pittsburgh PA 15205, 800-774-1500, Group Code CCA, [corvair.org/2018hotelreg.html](http://corvair.org/2018hotelreg.html). Info at [corvairpittsburgh.com](http://corvairpittsburgh.com). Let us know if anyone is planning to attend.

**Saturday, August 4th, 10:00am: "CCCC Car Show and Swap Meet"**, Rocky Mountain Metro Airport. More info to be sent out as plans are finalized. This event will be held in conjunction with the Air Show, Horsefeathers Car Show, and a Car Show put on this year by the CCCC.

 **Sunday, August 19th, 9:30am: "PPCC Meeting and Old Colorado City Customs & Classics Car Show"**, Bancroft Park, 2408 W. Colorado Ave, Old Colorado City, CO. The PPCC was asked to serve as one of the host clubs for this reconstituted car event. Volunteers will be needed, so be prepared to support this major Club event!! More info to follow as we get closer to the show.

2018 PPCC Activities Calendar (cont.)

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

**FREE Ice Cream and Pie**

WHEN: Sunday, June 17, 2018, from 2:00 - 4:00 PM

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

Music by Nick Davey, Singer/Guitarist/Dad

Special Car Show: Model A's, Model T's,  
Corvairs, Jensen Interceptor, and more!



Listening to the music on the Village Green



PLHS volunteers serving pie and ice cream

**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 Monument's VILLAGE INN  
for their support of the 2018 Father's Day Ice Cream Social

2018 PPCC Activities Calendar (cont.)

**2ND ANNUAL**

# OLD COLORADO CITY

EST. 1859

## CUSTOMS & CLASSICS CAR SHOW

A Day of Family Fun and Entertainment

**Sunday • August 19 • 2018 • 9am-3pm**



**\$35 REGISTRATION**  
**@Bancroft Park • 2408 W Colorado Ave**

**More Info: 719-329-4736**

**acent@comcast.net | acent1.com**

## 2018 PPCC Activities Calendar (cont.)

### 4th Annual Corvair Track Classic

August 24, 25 and 26, 2018



We are very excited to be sponsoring the 4th Annual all Corvair track event this year! We ask that you come down to Motorsport Park Hastings and share a weekend full of family fun, good food, and of course some competitive Corvair racing! Activities are as follows...


**August 25 (Friday):** Welcome party at Shade's Classic Corner. Come and enjoy seeing old friends and making new ones at 1016 South Burlington from 6:30 - 8:30pm. Food and beverages provided!

**August 26 (Saturday):** MPH race day on full road course from 9:00am - 4:00pm. "Grudge"/ Drag Racing from 5:00pm - 6:00pm. BBQ and car show beginning at 6:30pm @ MPH .


**August 27 (Sunday):** MPH autocross racing from 9:00am - 12:30pm




## 2018 PPCC Activities Calendar (cont.)

 **August 24th thru the 26th: “4th Annual Corvair Track Classic”**, Motorsport Park Hastings, Hastings, NE. This event offers a full weekend of family fun, good food, and of course some competitive Corvair racing!. Road Trip Anyone??


 **Sunday, September 16th, 9:30am: “PPCC Meeting”**, Location TBD, Colo Springs, CO

 **Saturday, September 22nd: “PPCC Fall Aspen Drive”**, Destination; Alma, CO. As usual, participants will meet up at a central pre-determined location (likely Rudy's BBQ on 24W), and take a nice cruise through the mountains, eat lunch at the South Side Saloon, and enjoy the yearly change of the fall foliage from greens to yellow and oranges. More to follow as the date gets closer.

 **September 28-30 (Fri-Sun): “Great Plains Corvair Roundup”**, Wichita, KS. Have your registration in by June 15, 2018 and be eligible for a free room to be drawn at the June 16 MCCA meeting. T-shirt orders will not be taken after August 15 2018. Host hotel is Best Western Wichita North 915 East 53rd Street North, Wichita, KS 67219. Mention “Corvair Roundup” for \$94.99 special room rate. Registration form available on the MCCA website (<http://www.corvair.org/chapters/chapter672>) or, at “Great Plains Corvair Roundup” facebook page in the “Files” section.

 **Sunday, October 21st, 9:30am: “PPCC Meeting”**, Location TBD, Colorado Springs, CO

 **Sunday, November 18th, 9:30am: “PPCC Meeting”**, Location TBD, Colo Springs, CO

 **Saturday, December 8th @ 1:00pm: “PPCC Meeting and Christmas Party”**, Biaggi’s Restaurant in Colorado Springs. Put it on your calendars and plan those other holidays events around it. Great Fun every year!!

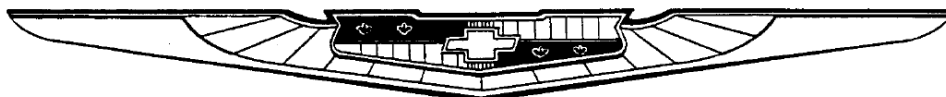
 *denotes events where Corvairs have had a significant presence.*

### *Recurring Local Events:*

**First Saturdays of the Month, May 5th thru October 6th, 8am-1pm: “First Saturday Car Show”**, Colorado Springs, CO. This local show is always set for the first Saturday of each month at First and Main Town Center, Colorado Springs, CO. It is hosted by various local car clubs, in the style of a Cars & Coffee event. This is a fun, and growing event, so check it out throughout the summer, and definitely plan on bringing your Corvair out to at least one of the shows!

**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/>

**Last Saturdays of the Month, May 26th thru September 29th, 8:30am–11am: “Last Saturday’s Car and Truck Show”**, 13012 Bass Pro Dr, Colorado Springs, CO. Held at Bass Pro Shops in Colorado Springs, this is a recurring event throughout the Summer. It’s held on every last Saturday of each month from May-October. Move-in begins at 7:30AM, and the event begins at 8:30 and lasts through 11:00. Plenty of space, so let’s see your ride! For more info, check out their Facebook page.



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

With so many new members joining the Club, we felt it might be a good time to (re)educate folks on where they can obtain 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. *These are only recommendations only, as we do not solicit sponsors for the Club, or the newsletter, so do your research.*



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

Serving all of your Corvair mechanical needs for more than 50 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 Fax (303) 806-9985  
 3775 So. Kalamath St.  
 Englewood, CO 80110

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



**Dave's Auto Glass**  
 Mobile Service  
**Dave LaMontagne**  
 Owner  
 303.995.0986  
 Insurance Accepted  
 •Replace •Repair •Remove

A good source for American made late model windshields, installed at your house, by a guy who does classic car glass replacement all the time. 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 2701 E. PLATTE  
 (719) 633-8799 COLORADO SPRINGS, CO 80909

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

**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!



**WINNER 2017 VonDutch Award**  
**Pinstripe Art**  
 By Rich  
 Custom Pinstriping  
 Colorado Springs, CO  
 (719) 659-3942 [www.pinstripebyrich.com](http://www.pinstripebyrich.com)

For that personalized element to finish your ride, a local pinstriper who will do the work on site.

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 [halpin.corvair@comcast.net](mailto:halpin.corvair@comcast.net) , 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 1<sup>st</sup> of the month to be published.

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**BUSNINESS 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.

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

**SEND TO:**

